

COUNCIL  
AGENDA

NOV 25, 1974

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A  
C O U N C I L

---

Monday,  
November 25, 1974  
7:30 p.m.

PRAYER

FORMAL ROLL CALL

MINUTES OF COUNCIL MEETINGS - November 12 a.m.  
November 12 p.m.  
November 13  
November 18  
November 20

DEPUTATIONS

PUBLIC QUESTION PERIOD

CORRESPONDENCE - (a) Information Section -  
Attachments I 1 to I 21  
(b) Items requiring direction -  
Attachments C1 and C2

NOTICES OF MOTION

REPORTS OF MUNICIPAL OFFICERS - Attachments R1 to R13

REPORTS OF COMMITTEES - GENERAL COMMITTEE REPORTS  
NOVEMBER 13, 1974 & NOVEMBER 19, 1974

PETITIONS Attachments P1 and P2

UNFINISHED BUSINESS

BY-LAWS

#446-74 By-law Number 446-74 being a by-law to stop up  
part of an allowance for road in the City of  
Mississauga. (Part of the Fifth Line, south  
of Eglinton Ave. and east of Erin Mills Parkway.  
The by-law has been properly advertised and no  
objections were received. The Region has given  
approval to this closing.)

THIRD READING

BY-LAWS (Cont'd)

- #546-74      A By-law to authorize execution of agreements for municipal purposes. (Agreements covering the following contracts -  
P.N. 73-107 - awarded to Pilen Construction  
P.N. 74-102 - awarded to Guild Electric  
P.N. 74-004 No. 9 Black - awarded to B & B Tree Service  
P.N. 74-025.6 - awarded to Environs Landscape  
P.N. 74-120 - awarded to Jev Contracting Ltd.  
P.N. 74-018 - awarded to John A. McNaney)

THREE READINGS

- #547-74      A By-law to amend By-law No. 7097. (Tomken Road from Burnhamthorpe Road East and Eglinton Ave. changed from 35 m.p.h. to 40 m.p.h. As recommended by General Committee September 25 and adopted by Council October 15, 1974.)

THREE READINGS

- #548-74      A By-law to amend By-law No. 7037. (To provide for stop signs at the intersection of Aquitaine Ave. and Fifth Line West and Millcreek Drive. This is in accordance with Council Resolution #760 passed by Council on October 15, 1974.)

THREE READINGS

- #549-74      A By-law to amend By-law Number 65-30 of the former Town of Streetsville, as amended. (This provides for clarification for Commercial Zone C-2 to permit take-out service and is in accordance with Council resolution #721 passed on September 23, 1974.)

THREE READINGS

- #550-74      A By-law to authorize execution of a Construction Contract between The Corporation of the City of Mississauga and Mid Construction Management Limited. (This is the Standard form of Construction Contract regarding Sheridan Villa Senior Citizens Drop-in Centre.)

THREE READINGS

- #551-74      A By-law to execute a Declaration. (This is the Declaration of Victoria Woods made under the Condominium Act (CDM 390) for lands on the west side of Falconer Drive, east of H.E.P.C. right of way. Amended as recommended by Condominium Committee Sept. 11 and adopted by Council Oct. 15/74)

THREE READINGS

BY-LAWS (Cont'd)

- #552-74      A By-law to execute a Declaration. (This is the normal Declaration under the Condominium Act, made by Picaro Investments Limited (CDM 580) for lands at 2687 and 2688 Bromsgrove Road. The documents are identical to those prescribed by Council.)

THREE READINGS

- #553-74      A By-law to authorize execution of a Lease between Samuel Sarick Limited and Anec Investments Limited, and The Corporation of the City of Mississauga. (This lease covers indoor vehicle storage at 3094 Mavis Road. Recommended in item #1101, General Committee Report November 6, adopted by Council on November 12.)

THREE READINGS

- #554-74      A By-law to authorize the demolition of buildings. (Located at 1064 Dundas Street East. As recommended in General Committee Report October 16, adopted by Council on November 4, 1974. The owner has been notified by registered mail that this by-law will be considered at this meeting.)

THREE READINGS

- #555-74      A By-law to stop up part of an allowance for road in the City of Mississauga. (This is part of Albert Street (Streetsville). In accordance with Item 1091 General Committee November 6/74, adopted by Council November 12/74. Lands to be conveyed to the abutting owner - Plett)

TWO READINGS

- #556-74      A By-law to establish certain lands as part of the municipal highway system. (Lands in part of Lot 37, STR. 5, being established as part of Albert Street. General Committee Report November 6/74 (Item 1091), adopted by Council November 12)

THREE READINGS

- #557-74      A By-law to establish certain lands as part of the municipal highway system. (Lands being established as part of Mississauga Road. As recommended in item 1151, General Committee Report of November 13, Part 1.)

THREE READINGS



BY-LAWS (Cont'd)

#558-74

A By-law to stop up an allowance for road in the City of Mississauga. (Lands to be conveyed to abutting owners. As recommended in part 2 of recommendation on Item #1151, General Committee Report November 13, 1974)

TWO READINGS

MOTIONS

1. To adopt report from Planning Commissioner re Erindale Woodlands. (R-13)
2. Re hiring of consulting firm for assistance in negotiations for development agreements. (Admin. and Finance Committee Nov. 20 /74)
3. To set aside funds for two small receptions for members of Planning Committee and Recreation Committee and associated staff - maximum cost not to exceed \$100.00 for each reception (M.E.Gregory)
4. Resolution re water tower in Streetsville (H.McCallion)
5. Request for insulation by-law. (H. McCallion)
6. Re Auxiliary Police Services (H. McCallion)
7. To amend Nov. 12 a.m. Council minutes re recorded vote on by-law 580-74 - closure of Gordon Drive.
8. Award contract for traffic control signals Erin Mills Parkway and Mississauga/Turner Valley Road.
9. Award contract for traffic control signals Dundas St. and Kirwin/Camilla Road.
10. Award contract for traffic control signals Burnhamthorpe Rd. and Wolfedale Road/Eglinton Ave.
11. Award contract for demolition of 3128 Given Road.
12. Award contract for storm sewers on Bob-O-Link Road.
13. \$1200. for staff recognition luncheon in 1974.
14. City to sponsor one hour of music for Christmas (CJMR)
15. City to assume works in R.P. 885 and release securities.

MOTIONS (Cont'd)

16. Concurrence in application by the Region for sanitary sewers on Algonquin Drive.
17. Refund of licence fee collected on Mobile homes.
18. Authorize signature of C.N. plans for signal protection at Torbram Road.
19. To adopt report (R1) from the City Manager, re resignation of Treasurer.
20. To adopt report (R2) from the City Manager, re Finance and Treasury Functions
21. To engage the firm of Gardiner, Roberts to act on behalf of the City re Town of Streetsville Restricted Area By-law 73-83 - Zouzelka.

NEW BUSINESS

CONFIRMING BY-LAW

October 24, 1974.

C1

Dr. Martin L. Dobkin,  
Mayor,  
City of Mississauga,  
City Hall,  
Mississauga, Ontario.

Dear Sir:

As you are aware most of the residents of the Burnhamdale area are concerned and fearful that their neighbourhood is going to be opened up to through traffic with the originally proposed extensions of Fieldgate Drive to Dixie Road and Sunnyhill to Dundas Street.

I, personally, am concerned with the priorities of city planners. Obviously, good traffic planning is only one criterion of over-all city planning. Cars cannot take precedence over living conditions for people. Surely it is vital that we do everything possible to maintain quiet neighbourhoods where people can relax and children can grow as free as possible from the noise and speed of our industrialized, high pressure society. This means that we must funnel traffic onto main arteries and ensure that all through traffic is forced to use those arteries rather than being able to find short-cuts through residential areas.

For the sake of the quality of life in this neighbourhood, I ask your support in opposing the extension of Fieldgate to Dixie Road and Sunnyhill to Dundas Street.

Yours truly,

*Thomas H. Hutchings*

Thomas H. Hutchings.

c.c. To Councillors

REQUIRES DIRECTION  
FROM COUNCIL

RECEIVED	
REGISTRY No.	10510
DATE	NOV 20 1974
FILE No	
FILED BY	
CLERK'S DEPARTMENT	

MAJORS OFFICE



CITY OF MISSISSAUGA  
Engineering & Works Department

C2

November 20, 1974.

Our File: P.N. 74-025.4

The Mayor and Members of Council

SUBJECT

TREE MAINTENANCE - MISSISSAUGA ROAD

ORIGIN

Resolution 277 passed by Council April 19, 1974

COMMENTS

Resolution 277 stated, "that the agencies responsible for the mutilation of trees on Mississauga Road and Clarkson Road be requested to bear the costs of pruning and fertilization of said trees."

Contract P.N. 74-025.4 was awarded by Council to Davey Tree Experts Limited in the amount of \$19,890. This contract was for pruning and fertilizing of trees on Mississauga Road under which conduit had been installed during the previous winter by Bell Canada. This work was completed during the past summer. On May 6, 1974 Council's instructions with regard to the cost of this work were forwarded to Bell Canada.

We are now in receipt of a letter from D. E. Pezzack, a solicitor with Bell Canada, advising that he is under instructions to reject the City's claim. May we please have your further instructions in this matter.

*K. M. Middleton*

K. M. Middleton, P.Eng.,  
Acting City Engineer.

KMM/ds

REQUIRES DIRECTION FROM COUNCIL



PEAT  
MARWICK  
PARTNERS

November 20, 1974

November 20, 1974

Mr. I. F. Markson  
City Manager  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

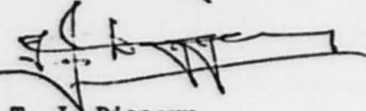
Dear Mr. Markson:

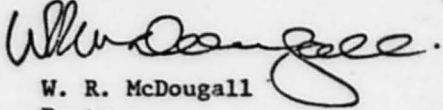
Re: Relationship Between  
Peat, Marwick and Partners and the IBI Group

Peat, Marwick and Partners and the IBI Group are separate consulting firms who have an operating arrangement which provides for co-operative staffing for both existing and future consulting projects. In many ways we work together as a single firm in the sense that staffing of projects makes the best use out of the resources of the two firms. The majority of the partners and staff of the IBI Group were with Peat, Marwick and Partners prior to the creation of the new firm, and strong professional and working relationships between the two firms remain as a result of this previous association.

We want to stress that the creation of the IBI Group will, in no way, affect the continuity in staff assigned to the Official Plan Study. The Study Director is a partner with the IBI Group and both firms have staff working on the Study, and this shall continue through the duration of the work. Potential future assignments, such as assistance to the City in the area of development levies, will be undertaken by the two firms on the basis of the most qualified staff who are available. For example, the development levies project would be undertaken by Mr. Harvey Kriss, of Peat, Marwick and Partners, who is currently responsible for the Financial Impact Analysis component of the Official Plan Study, and Mr. Lee Sims, of the IBI Group, under the general direction of Mr. Rod McDougall, of the IBI Group.

We hope that this letter fully describes the working relationship between Peat, Marwick and Partners and the IBI Group; should you have any questions we would be pleased to discuss them with you, or to appear before Council for this purpose.

  
T. J. Diggory  
Partner

Yours truly  
  
W. R. McDougall  
Partner  
IBI Group



I 1

Office of the  
Treasurer  
of Ontario

Ministry of Treasury  
Economics and  
Intergovernmental  
Affairs

416/965-6361

Frost Building  
Queen's Park  
Toronto Ontario

File No: 172-2/4041

November 7, 1974

Mr. L.M. McGillivray,  
Deputy City Clerk,  
City of Mississauga,  
One City Centre Drive,  
Mississauga, Ontario.

Dear Mr. McGillivray:

RECEIVED	
REGISTRY No.	10254.
DATE	NOV 13 1974
FILE No.	163-74
FILED BY	
CLERK'S DEPARTMENT	

This is in reference to the Mississauga resolution of July 8th regarding the composition of the Parkway Belt West Committee and the means of ratification of the Committee's decisions.

I regret not having replied to you earlier but, as Mr. D.F. Taylor indicated in his letter of August 15th to you, I was not made aware of it until early September. Since then I have thought about the recommendation at length and discussed it with a number of my colleagues.

The Parkway Belt West Committee, to which reference is made in the resolution, is presumably the Municipal Advisory Committee appointed by me early this year and composed of the four regional chairmen, the chairman of Metropolitan Toronto, and senior planning staff from each of the regional and metropolitan municipalities.

The wording of the resolution implies that this committee makes decisions and the area municipalities wish to be involved in these decisions, either by making them themselves or ratifying the decisions made by the Committee. It would appear that the supporters of the resolution fail to understand that neither this Committee, nor the Interested Groups and Citizens Advisory Committee, make decisions other than to decide to recommend a certain course of action to me. They are both advisory bodies and have no power to direct that the Parkway Belt Plan take one form or another. The authority to determine the nature, extent and form of the plan rests entirely with me as the responsible Minister and the Lieut. Governor in Council in terms of the ultimate adoption of the Plan.

INFORMATION TO BE RECEIVED

...2

1a

In looking at the possible composition of the Municipal Advisory Committee late in 1973 I had considered, as one alternative, the appointment of council members from each of the municipalities effected by the Parkway Belt. I decided against this course of action for a number of reasons, including:

- (a) the difficulty of determining the municipalities directly and indirectly effected,
- (b) the large size of the committee necessary to give representation to each municipality identified in (a) and,
- (c) the difficulty anticipated in having such a large committee operate effectively within the time constraints established for the preparation of the Plan.

I opted for the regional and metropolitan chairmen, even though not elected, as members of the Municipal Advisory Committee for the following reasons:

- (1) they represented geographic areas large enough to encompass the primary and secondary area of impact of the Parkway Belt,
- (2) they represented the level of municipal responsibility most related to the regional planning issues involved and as chairmen of regional (metropolitan) councils also had a perspective of issues generated at the smaller geographic scale of the area municipality, and,
- (3) would result in a smaller committee which I felt would operate more effectively and rapidly than a larger committee.

I cannot of course compare the relative effectiveness of the two alternative committee structures as one was selected and the other not, but my experience with the committee chosen has been excellent and I am most pleased with the way they have operated.

I suppose one of the primary concerns of the area municipalities is that they will not be adequately represented by the municipal representatives appointed. I don't believe that this will be the case.

Mr. L.M. McGillivray

- 3 -

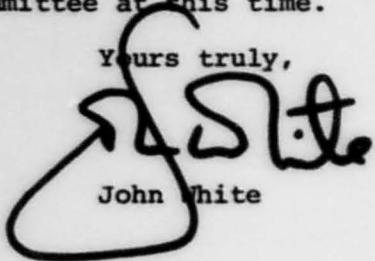
November 7, 1974

1b

The applicable legislation provides substantial opportunities for each municipality to examine the Plan and to make whatever points it wishes to make. Mr. Taylor outlined several of these opportunities to you in his letter of August 15th.

I regret that I cannot accede to your councils' request for amending the composition of the Municipal Advisory Committee at this time.

Yours truly,

  
John White





HOUSE OF COMMONS  
CANADA

I 2

Ottawa, K1A 0X2,  
November 5, 1974.

Mr. Terence L. Julian, A.M.C.T.,  
Deputy City Clerk,  
The Corporation of the City of Mississauga,  
City Hall,  
Mississauga, Ontario.

Dear Mr. Julian,

Re: Land Acquisition  
Our File 10-74

Thank you for your letter of October 31st respecting the question of financial assistance for municipalities providing recreational space. I appreciate the point you make respecting the tax base available and the problems this creates.

I am writing to the Minister of State for Urban Affairs together with a copy of your letter urging that some steps be taken to alleviate this problem.

Yours sincerely,

Anthony Abbott,  
M.P., Mississauga.



TO BE RECEIVED -  
CLERK WILL FOLLOW UP



Ministry of  
Housing

965-3352

Queen's Park  
Toronto, Ontario

M7A 1Y7

November 15, 1974

Mr. D.R. Turcotte,  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2

Dear Mr. Turcotte:

Re: Minister's Zoning Order  
Reed Paper Limited  
Part of Lot 13, Conc. V  
East of Hurontario Street  
City of Mississauga  
Regional Municipality of Peel.

Further to discussions regarding the above,  
this is to inform you that an appropriate Minister's  
Zoning Order has been placed on the property in  
question to permit industrial development in response  
to the resolution of the City of Mississauga Council  
passed on September 11, 1974.

A copy of the Order, Ontario Regulation  
870/74 filed November 12, 1974 is enclosed for  
registration in your office in accordance with the  
requirements of Section 32(5a) of The Planning Act,  
R.S.O. 1970.

The affected land owners, Reed Paper Limited,  
have been advised that the Order has come into effect.

Yours very truly,

Miss J.A. Darrell,  
Senior Planner,  
Official Plans Branch,  
Plans Administration Division.

c.c. D.F. Taylor, A. Zembal  
C. Saruyama, K. Lethbridge  
J. MacDonald, R.J. Vrancart  
Health Unit, R. Avery

INFORMATION  
TO BE RECEIVED

RECEIVED

REGISTRY No. 10452  
DATE NOV 19 1974  
FILE No. 02-73-74  
FILED BY T-24400  
CLERK'S DEPARTMENT

I 3

November 8th, 1974

3a

REGULATION MADE UNDER  
THE PLANNING ACT

RESTRICTED AREAS - THE REGIONAL MUNICIPALITY OF PEEL, CITY OF MISSISSAUGA

Interpretation

1. In this Order,

- (a) "accessory", when used to describe a use, building or structure, means a use, building or structure normally incidental or subordinate to the principal use, building or structure located on the same lot;
- (b) "front yard" means a yard extending across the full width of a lot on which a building or structure is situate, and extending from the front lot line to the wall of the building or structure that is nearest to the front lot line;
- (c) "industrial use" means the use of land, buildings or structures for the purpose of the manufacturing, assembling, making, preparing, inspecting, processing, recycling, finishing, treating, altering, repairing, warehousing or storing or adapting for sale of any goods, substance, article or thing, or any part thereof, and the storage of building and construction equipment and materials;
- (d) "rear yard" means a yard extending across the full width of a lot on which a building or structure is situate and extending from the rear lot line to the wall of the building or structure that is nearest to the rear lot line;

(e) "side yard" means a yard extending from the front yard to the rear yard of a lot upon which a building or structure is situate and extending from the side lot line to the wall of the building or structure that is nearest to the side lot line;

(f) "yard" means the area on a lot unoccupied by a building or a structure.

36

#### Application

2. This Order applies to the lands within the City of Mississauga in The Regional Municipality of Peel described in Schedule 1.

#### General

3. No land shall be used and no building or structure shall be erected or used except for industrial purposes.

4. Requirements for industrial uses and buildings and structures accessory thereto are established as follows:

1. Minimum front yard 30 feet
2. Minimum side yard 25 feet
3. Subject to paragraph 4, minimum rear yard 25 feet
4. Where a rear lot line adjoins a railway right-of-way, no rear yard is required.
5. There shall be provided one parking space of at least 300 square feet for each 400 square feet of total floor area for those portions of buildings not used for office purposes.
6. There shall be provided one parking space of at least 300 square feet for each 300 square feet of total floor area for those portions of buildings used for office purposes.
7. Three loading spaces, each 30 feet long and 12 feet wide and having a vertical clearance of not less than 14 feet, with access to a lane not less than 20 feet wide, shall be provided and one additional loading space shall be provided for every 100,000 square feet of floor area in excess of 150,000 square feet.



Schedule 1

3c

That parcel of land in the City of Mississauga in The Regional Municipality of Peel, formerly in the Town of Mississauga in the County of Peel, being composed of that part of Lot 13 in Concession V East of Hurontario Street in the said City, designated as Part I on a Plan deposited in the Land Registry Office for the Registry Division of Peel (No. 43) as Plan Number 43R2560.

*Donald F. Chum*  
Minister of Housing

Dated at Toronto,  
this 12th day of  
November, 1974.



A 74382

Ontario

Ontario Municipal Board

IN THE MATTER OF Section 42 of  
The Planning Act (R.S.O. 1970,  
c. 349) as amended,

- and -

IN THE MATTER OF an appeal by  
Rachel Bruce from a decision  
of the Regional Municipality  
of Peel Land Division  
Committee

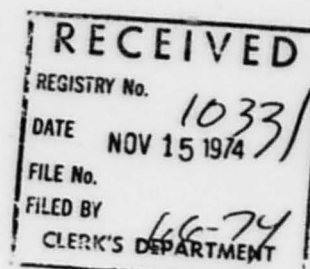
APPOINTMENT FOR HEARING

Rachel Bruce having appealed from a decision of the Regional Municipality of Peel Land Division Committee dated the 14th day of March, 1974 whereby the Committee dismissed an application by John J. Guglick and Antonia Guglick for consent to the conveyance, mortgage or charge or to an agreement for the sale and purchase of a parcel of land having a frontage of 15 feet 11 inches on Falconer Drive, and an area of 96 square feet, the lands in question being composed of part of Lot 109, according to Registered Plan 548, formerly in the Town of Streetsville and now in the City of Mississauga;

THE ONTARIO MUNICIPAL BOARD hereby appoints Monday the 23rd day of December, 1974 at the hour of two o'clock (local time) in the afternoon at the Bramalea Civic Centre, Bramalea for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

TO BE RECEIVED



A 74382

- 2 -

4a

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto this 14th day of November, 1974.

SECRETARY



# ARCHITECT

1885 WILSON AVENUE - SUITE 102 - WESTON, ONTARIO M9M 1A2 • PHONE 742-2500

November 7th, 1974.

RECEIVED	
REGISTRY No.	10264
DATE	NOV 14 1974
FILE No.	25-74
FILED BY	
CLERK'S DEPARTMENT	

RECEIVED  
NOV 11 1974  
MAYOR'S OFFICE

Mayor M.L. Dobkin, M.D.  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Dr. Dobkin:

I would like to thank you for allowing me a few moments, on Friday October 25th, to discuss what I feel are inconsistencies and oversites in the Mississauga Zoning by-law #5500 as they affect requirements for semi detached dwellings.

Our conversation was most timely, since I understand the Planning Department is giving some consideration to re-viewing the by-law with the intention of revising and updating it, and especially in view of your suggestion that we look to new and innovative forms of housing units.

In the area of semi detached dwellings we have already created many new concepts which are employed in other cities and boroughs, but are unable to employ them in Mississauga in view of the unnecessarily restrictive side yard requirements for two storey semis.

We have produced semis with two car garages and units that are joined below grade, producing the effect of single family units.

The present by-law states that the side yard requirements for semi bungalows shall be 8'0" if no provision is made for built-in or attached garage, and is reduced to 6'0" if a garage is provided. However, the two storey side yard requirement of 10' makes no mention of a reduction to 6' if a garage is provided, attached or built-in.

With respect to your suggestion that with imaginative, innovative new forms of town house design you might be prepared, as an incentive, to allow an increase in density. I would caution that a carefull examination of that concept be made.

R. EDMUNDS HAS BEEN  
ASKED FOR COMMENTS





5a

## A R C H I T E C T

1885 WILSON AVENUE • SUITE 102 • WESTON, ONTARIO M9M 1A2 • PHONE 742-2500

Since an increased density can only be achieved by resorting to stacked townhouses or double deck underground garages, or both, resulting in considerable additional construction cost, inconvenience, loss of privacy, increased common areas which are subject to abuse and vandalism, and loss of security due to lack of clearly defined private defensible space. By increasing density in to-days market, in view of the shortage of available zoned serviced land ready for construction, we would merely be increasing the value of existing land, so who gains through increased density, certainly not the ultimate purchaser.

The present townhouse zoning at 14 units per acre provides the opportunity of driving to one's front door, parking in the attached garage or driveway, taking groceries and children into the dwelling, with provision for front and rear yard areas, basement with workshop, laundry and storage. This is the type of unit I feel we should be attempting to provide. Incorporating all the innovative, imaginative, economic design possibilities available to us.

The vandalism, violence and crime, caused by attempting to accommodate families with children in stacked or high rise units is becoming all too apparent and predictable.

I will, as suggested, try to set up an appointment with Dave Culham to review these considerations as soon as possible.

Thank you again for allowing me to convey some of these thoughts to you.

Gratefully yours

RMG/m

Ralph M. Goldman  
B. Arch. M.R.A.I.C.

copy



**A R C H I T E C T**

1885 WILSON AVENUE • SUITE 102 • WESTON, ONTARIO M9M 1A2 • PHONE 742-2500

November 13th, 1967

Township of Toronto  
Cooksville, Ontario

Attention: Planning Director

Dear Mr. Petschar:

With regard to Toronto Township Zoning by-law covering side yards for semi detached units,

On page #24, section 40B, subsection (2) (h) (i) (ii) & (iii) this section dealing with side yards with or without garages, provision is made for semi bungalow side yards to be reduced from 8' to 6' if garage or car port facilities are provided, yet this provision has been omitted when dealing with two story units to the effect that two storey semis must provide 10' side yards whether or not garage or car ports are provided.

I suggest that this imposes an unintended and undue hardship on the use of two story semi detached plans that provide built in or attached garages.

in the interest of more diversified plans, I feel this oversight should be dealt with and the by-law revised to call for 6' side yards for two story semi if garage or car ports are attached or form part of the main building.

Hoping this receives your kind consideration,  
we remain

Yours truly

Ralph M. Goldman  
B. Arch. M.R.A.I.C.

RMG/m

November 13th, 1974.

Fleetwood Village Homeowners Association,  
3551 Silverplains Drive,  
MISSISSAUGA, Ontario.

RECEIVED  
10423  
NOV 18 1974  
94-74  
6-74  
CLERK'S DEPARTMENT

I 6

Dear Sirs:

ATTENTION: MR. J. MIZUN - PRESIDENT.

Your letter of October 31st is acknowledged.

We wish to inform you that we do have an honest, hardworking, capable maintenance service for this Shopping Centre, and we pay them a rather substantial annual amount for their work. However, I am sure you appreciate they cannot be there 24 hours a day, and no doubt you will be prepared to accept the fact that garbage is created by people, and that the people totally disregard the fact that management and maintenance crews do make an effort. If you are prepared to inspect the general housekeeping at 7.00 a.m., you will find it excellent.

We also think you ought to know that we have spent thousands of dollars to repair damage from vandalism, which indicates the quality of some of the people you represent, or some of those people represented by the other tenant associations.

We will do our part in maintaining the Shopping Centre, and we are fully experienced, having been in this field for 14 years. What we would like to know from you and your affiliated associations, is whether you have an in-depth programme to educate the people you represent as to their attitude towards maintaining public and private property, by not being careless and inconsiderate of the needs of others.

Naturally, the writer will be happy to meet with you and work with you, if necessary, since we assume from the tenor of your letter, that you are sincere.

We are enclosing two additional copies of the letter, so that you can forward it to the President of the Forest Glen Association, and to the President of the Burnhamdale Association.

Yours very truly,

A. N. ABRAHAM

ANA/ht

c.c. Dr. M. L. Dobkin - Mayor  
City of Mississauga.  
Mr. M. E. Gregory - Councillor - Ward 3.

INFORMATION - TO BE RECEIVED



ROBERT ALLWORTH LIMITED

RECEIVED  
NOV 18 1974  
I7  
CLERK'S DEPARTMENT

November 12th, 1974.

Mayor Martin L. Dobkin,  
City Hall,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.

Dear Mr. Mayor:

It was with pleasure that I noted in recent council proceedings a contract was awarded for tree planting. Council and the City are to be commended for their sensitivity to our environment.

It is absolutely urgent that new trees be nourished through regular watering and feeding and general care (replacing broken supports, dressing wounds, etc.)

In 1973 the Town planted trees on the south side of Burnhamthorpe Road, on Town property from Hurontario Street to Dixie Road. Due to lack of watering last summer and no apparent care by the Town or the nursery who were awarded the contract, more than 42 trees died!

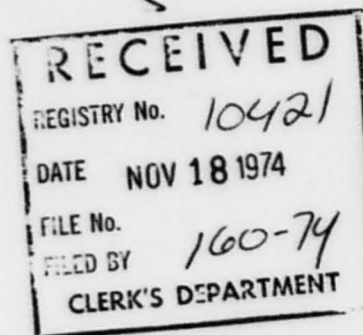
Please, don't allow this unfortunate situation to occur again.

Sincerely yours,

J. W. Armstrong,  
Vice President Marketing.

JWA:lg

COPY HAS BEEN SENT TO  
K. MIDDLETON





RECEIVED

NOV 11 1974

MAN...

November 8, 1974

18

Mr. & Mrs. H. J. Olthuis  
3150 Queen Frederica Drive #1  
Mississauga, Ontario

Mayor Dobkin  
1 City Centre Drive  
Mississauga, Ontario

Dear Mr. Dobkin:

Re: Tree planting - Queen Frederica Drive

We would like to express our sincere thanks to your Engineering Department under the management of Mr. K. Wagg for the planting of the trees on Queen Frederica Drive.

When speaking with Mr. Wagg and his secretary Denise Parker, we received very courteous attention in the past and also when the trees on Queen Frederica Drive, were planted. It is indeed a pleasure to have had dealings with them.

We know that many people living in this area are also most pleased with your planting of the trees, however, may not find time to write. Therefore, we wish to write to you on behalf of all these people as well.

On behalf of my wife, myself, and all our neighbours, many thanks.

Yours sincerely,

*[Handwritten signature]*

H.J. OLTHUIS

RECEIVED

REGISTRY No.

DATE NOV 18 1974

FILE No.

FILED BY 24-74

CLERK'S DEPARTMENT

HJO/hs

cc Mr. Wagg  
Mr. Gregory

COPY HAS BEEN SENT TO  
K. MIDDLETON

Address all correspondence to:

R. BARRAND  
CITY CLERK



THE CORPORATION OF  
THE CITY OF OSHAWA

CIVIC ADMINISTRATION BUILDING  
50 Centre Street, South,  
Oshawa, Ontario. L1H 3Z7.  
Telephone (416) 725-7351.

I9

November 12, 1974

TO TOWNS AND CITIES IN THE PROVINCE OF ONTARIO

The following resolution was passed by the Municipal Council of the City of Oshawa on November 4th, 1974, and is forwarded to the Council of your municipality with the request for endorsation if seen fit:

"Whereas fencing as required by the Railway Act, does not provide adequate restraint to children with regard to the danger and attraction of railways in urban areas. The Railway Act be revised to require the Railway Companies to provide one-half of the cost of materials and installation for fencing deemed necessary by the municipality abutting railway property."

Enclosed is a copy of a report on this item prepared by Oshawa's Director of Planning and Development, which gives you some background information and the reason for initiating this proposal for the further safety of children.

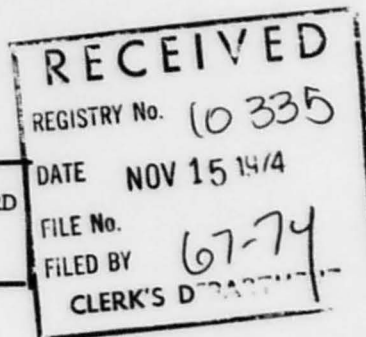
If the resolution is endorsed by your Council, please advise the Ministry of Treasury, Economics & Intergovernmental Affairs, Queen's Park, Toronto, and the Association of Municipalities of Ontario, Royal York Hotel, Toronto.

*L. R. Barrand*

L. R. Barrand  
City Clerk

LRB:mb  
Encl.

MUNICIPALITY TO BE REQUESTED TO FORWARD  
TO THE PROPER ASSOCIATION IN ACCORDANCE  
WITH CITY POLICY





PAGE

ITEM 366-743

FILE

9a

**THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Rundle Tower,

Oshawa, Ontario

416-725-7351

REPORT TO THE OSHAWA PLANNING & DEVELOPMENT COMMITTEE, October 28, 1974

**SUBJECT:** Fencing abutting railways  
Petition of the Federal Government to change  
the Railways Act.

**BACKGROUND:** Railways are required under Section 214 of the Railway Act to fence areas restricting animal entries onto railway property. The fencing used is commonly known as woven farm fencing. Urban areas, however, have a problem relating to the danger and attraction of railways to children. The woven farm fencing is not a sufficient deterrent to children to be considered safe.

The municipality should be permitted to set the standard of fencing deemed necessary, and program the fencing according to the demand and resources of the municipality. A suggested revision should not require the Railway Act to be revised because of changes in prices of fencing from year to year or changes in standards of fencing required. The revision should, however, recognize the responsibility of both the municipality and the Railway Companies to provide restraints for children where danger exists.

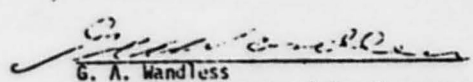
Where the railway fence is in poor repair, the railways are prepared to contribute to the cost of a new fence up to the cost of replacing the farm type fencing, \$1.00 to \$1.50 per linear foot. The Parks Property Department has determined that a seven-foot high chain link fence is required to provide sufficient deterrent to children trespassing. The cost of a seven-foot chain link fence is approximately \$7.00 per linear foot.

**COMMENT:** That the following resolution be recommended for approval by City Council and that the recommendation if approved be circulated to all Ontario cities and towns with a population in excess of 10,000 with a request that they endorse the resolution if seen fit and request the Provincial Government to petition the Federal Government to have the Act changed.

**RECOMMENDATION:** "The City of Oshawa invites your support in requesting the Province of Ontario to petition the Federal Government to revise the Railway Act.

"Whereas fencing as required by the Railway Act, does not provide adequate restraint to children with regard to the danger and attraction of railways in urban areas. The Railway Act be revised to require the Railway Companies to provide one-half of the cost of materials and installation for fencing deemed necessary by the municipality abutting railway property."

GAW/JWD/lmd

  
G. A. Wandless

Director of Planning & Development.

## TOWNSHIP OF MARCH

R.R. 1, KANATA, ONTARIO K0A-2G0 — TEL. (613) 592-4281

K2K 1X7

I10

<b>RECEIVED</b>	
REGISTRY No.	10300
DATE	NOV 14 1974
FILE No.	67-74
FILED BY	

November 5th 1974.

To all Municipalities in  
CLERK'S DEPARTMENT Ontario.

SUBJECT: Resolution No. 3 attached.

Dear Sir/Madam:

The attached resolution was approved by the Council of the Township of March on November 4th 1974.

I have been instructed to forward it to your Municipality for endorsement.

Should you endorse this resolution, would you please advise the Premier of Ontario, the Minister of the Environment and your Member of the Provincial Legislature, in addition to the Association of Municipalities of Ontario.

If time permits, a copy of your endorsement would be appreciated by the Township of March.

Yours truly,

*Lawrence Foley*

Lawrence Foley,  
Clerk,  
Township of March.

/flw

Encl.

MUNICIPALITY TO BE REQUESTED TO FORWARD TO  
THE PROPER ASSOCIATION IN ACCORDANCE WITH  
CITY POLICY





# TOWNSHIP OF MARCH

10a

R.R. 1, KANATA, ONTARIO K0A 2G0 — TEL. (613) 592-4281  
K2K 1X7

## RESOLUTION

November 4th 1974 No. 3

Moved by: M. Wilkinson

Seconded by: R. Nash

WHEREAS studies show that a system of recycling glass containers into new containers consumes over three times as much energy as a reusable system does;

AND WHEREAS re-use of glass containers reduces post consumer waste, mining waste, and consumption of virgin raw materials;

AND WHEREAS the recycling of CURRENTLY UNAVOIDABLE glass waste is viewed by this municipality as an interim measure only, and not as an endorsement of the increased use of the one-way glass container;

BE IT RESOLVED by this municipality, that the Province of Ontario immediately take the necessary steps to encourage the greater use of a returnable glass container system throughout this province by:

1. Adopting the recommendations of the Beverage Packaging Working Group of the Solid Waste Task Force, and;
2. By utilizing the anticipated conversion to the Metric System as a means of simultaneously standardizing, and reducing the number of sizes of glass containers, so that their future re-use will be encouraged and facilitated, and;
3. By declaring its intention to ban, under the Environmental Protection Act of 1971, non-refillable glass and metal packaging for all commodities which can be safely marketed in refillables, a clear timetable should be established to allow manufacturers, retailers and the public adequate time to prepare for the change.

BE IT FURTHER RESOLVED that this resolution be forwarded to the Premier of Ontario, the Ministry of the Environment and Mr. Sid Handleman, M.P.P. and to all other municipalities in Ontario for their consideration.

"I, Lawrence Foley, Clerk of the Township of March hereby certify the foregoing to be a true copy of a resolution passed by the council of the Township of March on 4<sup>th</sup> day of November 1974

*Lawrence Foley*  
CLERK

CARRIED

J. Miacak, Reeve

RECEIVED

NOV 11 1974

MAYOR'S OFFICE

I 11

RCSOC HAIDA  
c/o 33 Theodore Drive,  
Streetsville, Ontario.  
Tel: - 826-3277

November 8, 1974.

Mayor Martin Dobkin,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Your Worship:

On behalf of the Officers and Cadets of the Royal Canadian Sea Cadet Corp HAIDA, Navy League Cadets and Wrenettes who are presently using the Cadet Centre in Streetsville, I would like to express our gratitude for Council's recent approval of the expenditure of two thousand dollars (\$2,000.00) to up-grade the lighting equipment around our building.

It is hoped that the new lighting will help to reduce the amount of vandalism to our building. Our three Corps are most appreciative of the City's interest in our Organization and you can be assured we will co-operate with the City in every way possible.

Thank you again,

Yours truly,

*F. S. Kingsford*

F. S. Kingsford, CD  
Captain  
Commanding Officer.

TO BE RECEIVED  
INFORMATION ONLY

RECEIVED

REGISTRY No.

DATE

FILE No.

FILED BY

CLERK'S DEPARTMENT

10268

NOV 14 1974

774

CHERRY HILL HOUSE  
located in the Cooksville area. Is the original home of  
Joseph Silverthorn who came from the Niagara District  
in the year 1807 and a month after he arrived, built a  
stone cabin where he and his family lived until he built  
Cherry Hill in 1816.

I 12

1478 Dundas Cr. St.  
Erindale, Ont.

Dear Dr. Dobkin,

I want to thank you very  
much for the \$100 of the  
tapes for us seniors. It  
is very much appreciated.

Thank you again  
Mrs Elsie Busby.

TO BE RECEIVED



69 Queen Street South,  
Streetsville, Ontario  
Office --- 826-1901  
Rectory --- 826-3336

## Trinity Anglican Church

RECTOR: THE REVEREND DAVID C. ADAMS, L.Th.

RECEIVED

NOV 1974

MAYOR'S OFFICE

I 13

November 6, 1974.

Dr. Martin L. Dobkin,  
Mayor,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga L5B 1M2, Ont.

Your Worship:-

I wish to thank you very much for the very lovely picture of the City of Mississauga Inaugural Meeting which will hang in the church.

Along with this 'thank you' we assure you of our continued prayers for God to guide you in the great responsibilities before you.

Wishing you every blessing, I remain,

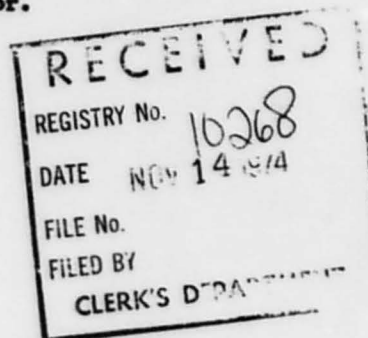
Yours respectfully,

*David Adams*

The Rev. David C. Adams,  
Rector.

DCA/mp

TO BE RECEIVED





Rt. Rev. Walter B. Kerr  
Pastor

Rev. Hugh E. Manley  
Associate Pastor

ST. MARY'S STAR OF THE SEA CHURCH

11 Peter Street South  
Port Credit, Ont.  
278-2058

RECEIVED

NOV 1 1974

MAYOR'S OFFICE

Thursday, Nov. 7th. '74

I 14

Martin L. Dobkin, M.D.  
Mayor,  
City of Mississauga.

Your Worship:

On behalf of the community of St. Mary's  
may I thank you for the beautiful picture you sent  
to us.

It brings back memories of a most edifying  
evening.

May God bless you and the Council in all  
that you are attempting to do for Mississauga.

Sincerely,

*Walter B. Kerr*  
Rt. Rev. W.B. Kerr

TO BE RECEIVED

RECEIVED	
REGISTRY No.	
DATE	NOV 14 1974
FILE No.	
FILED BY	7-74
CLERK'S DEPARTMENT	

**IMPERIAL OIL LIMITED**

1 DUNCAN MILL ROAD, DON MILLS, ONTARIO M3B 1Z2

Mayor & Members of Council  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario L5B 1M2

Ladies and Gentlemen:

From time to time, it has been alleged that oil companies force dealers to operate extended hours through the use of covenants in their lease agreements which sometimes results in requests being made for the establishment of restrictive hours of operation by-laws pertaining to the service station industry. This will confirm that there are no covenants in the Esso Dealer Service Station Lease Agreement which stipulate specific hours of operation.

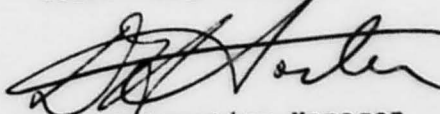
A covenant in our Dealer Agreement that might be construed as relating to hours of operation states:

"The lessee covenants with Imperial to provide service to the motoring public during all times that such service is available at a majority of comparable retailers of major brand motor fuels in the area of the premises."

Our interpretation of this covenant is that the dealer is to determine the hours of operation which he feels will keep him competitive.

As a result of these individual decisions, Esso Dealers in Mississauga operate various hours based on their decisions concerning competition and customer needs.

Yours very truly,

  
Ontario Automotive Manager

D.B. Foster

**RECEIVED**

OCT 25 1974

opa

C.C. Mississauga Esso Dealers

INFORMATION - TO BE RECEIVED



I 15

ONTARIO MARKETING REGION

**RECEIVED**

REGISTRY No. 10145

October DATE, NOV 8 1974

FILE No.

FILED BY 25-74

CLERK'S DEPARTMENT

TEXACO CANADA LIMITED  
PETROLEUM PRODUCTS

SALES DEPARTMENT  
ONTARIO DIVISION  
H. M. JAMES, DIVISION MANAGER



10 GATEWAY BLVD.  
DON MILLS, ONTARIO  
M3C 3A9

October 15, 1974

Mayor Martin Dobkin  
and Members of Council  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

Att: Mr. David Turcotte, Clerk

Dear Mayor Dobkin:

It is our understanding that at recent Council Meetings, discussions have been held regarding the consideration of an Early Closing By-Law which would regulate the hours of operation for Service Stations within the City of Mississauga. Accordingly, I would like to take this opportunity of quoting to you our Company's policy with respect to our position in recommending the hours of sale a Texaco Retailer should operate:

"We regard the retailers of our service stations as partners for profit. One of the aspects of this business on which a retailer must make a decision is the hours of the day or night that he will remain open in order to fulfill his responsibility in serving the community, and to maximize his earnings. It is for the individual retailer to decide on his hours of operation when concluding the service station lease".

Our Service Station Lease has recently been revised, and in this respect, I am pleased to advise you the following clause has been inserted to replace the existing "Use of Premises" clause, which now applies to all Texaco Service Stations in the Province of Ontario:

"To use the premises primarily for the operation of a gasoline service station and to keep the premises open for such purposes in order to provide service to the motoring public during all times that such service is available at a majority of retail outlets in the same area of the premises. In no event shall the premises be used for any unlawful or offensive purpose".

Cont'd .....

TO BE RECEIVED

I 16

RECEIVED	
REGISTRY No.	
DATE	NOV 8 1974
FILE No.	
FILED BY	
CLERK'S DEPARTMENT	

16a

October 15, 1974

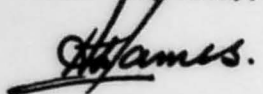
- Page 2 -

This revision does reflect the views of the proposed guidelines outlined by the Ontario Ministry of Consumer and Commercial Relations, as a result of hearings held by the Ontario Government at which time submissions were considered by the Ontario Retail Gasoline Association and the Ontario Petroleum Association.

Our Company's interpretation of this clause is that the Texaco Retailer can establish his own hours of operation in relation to his competition and to meet the needs of his customers in the market place.

In closing, a copy of this letter is being distributed to our Retailers for their information.

Yours very truly,



DIVISION MANAGER

HMJ:pm



# GULF OIL CANADA LIMITED

477 MOUNT PLEASANT ROAD, TORONTO, ONTARIO M4S 2M1 • (416) 486-2121

October 1, 1974

RECEIVED

REGISTRY No.

DATE NOV 8 1974

FILE No.

FILED BY

CLERK'S DEPARTMENT

Mayor Martin Dobkin  
and Members of Council  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

Att: Mr. David Turcotte, Clerk

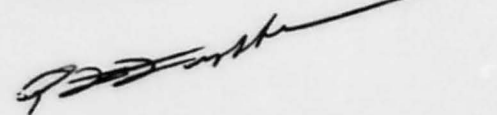
Dear Mayor Dobkin:

I am writing with respect to the consideration of a possible early closing by-law in the City of Mississauga and wish to state clearly and concisely our Company's position with respect to hours of operation at Gulf gasoline retailing outlets.

- 1) There is no reference to hours of operation in our standard Service Station Lease document. All Lessees in the City of Mississauga are signed on this document.
- 2) It is our Company's interpretation of the lease document that the Lessees of Gulf Canada are not obligated to operate outlets beyond the hours they, in their own judgement, deem to be competitive and profitable.

We are forwarding a copy of this letter to our Lessees in the City of Mississauga.

Yours truly,



R. F. Fyffe  
Manager - Central Region

/dlh

TO BE RECEIVED





# PETROFINA CANADA LTD.

1210 YONGE STREET  
TORONTO 7

I 18

October 7 1974

RECEIVED

REGISTRY No.

DATE NOV 8 1974

FILE No.

FILED BY

CLERK'S DEPARTMENT

His Worship The Mayor,  
and Members of Council  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario L5B 1M2

Ladies & Gentlemen:

In recent weeks there has been considerable discussion by interested parties relative to the hours of operation of retail gasoline outlets in the City of Mississauga. This is a subject which generates strong partisan feelings amongst operators and/or owners of such outlets who are in favour of legislation governing their hours of operation, and those operators and/or owners who are opposed. It is conceivable that a municipality might make a decision on the subject taking into account only the feelings of the operators and/or owners of the businesses involved without first having heard all of the pros and cons, and without due consideration for other very important interested parties, viz., the motoring public; the taxpayers; and other businessmen of the City of Mississauga. Further, it has been suggested that oil companies impose hours of operation on their dealers which are not in their best interests. The purpose of this letter is to present to you what we feel are relevant facts, worthy of your consideration in arriving at a conclusion, and to explain our Company's policy as it concerns hours of operation of our Company-owned - Lessee-Dealer operated service stations in Mississauga.

Insofar as the service station operator is concerned, we regard our relationship with our lessee-dealers as one where each party has vital mutual interests with and obligations to the other party. As a Company, we provide our lessee-dealers with financial assistance, specialized training, and business counselling, all at little or no cost to the operator, as well as premises at nominal rentals.

TO BE RECEIVED

.... 2

The operator, in turn, produces volumes of sales of our products and merchandise in sufficient quantities to make the overall arrangement viable for both parties. Included in the deliberations with every new lessee-dealer is an in depth consideration of the necessary hours of sale related to the particular location and its marketing area. These discussions result in mutual agreement as to the hours of operation at the outset, along with an understanding that a review of these hours is an on-going procedure that can and is undertaken at any time with the hours modified as circumstances warrant. The actual hours of operation agreed to vary depending on the area to be served, volumes of traffic, potential for sales, and many other factors. It is interesting to note that there is a considerable variance amongst the actual hours presently being operated by the thirteen FINA outlets in Mississauga at the present time. In addition to making the overall arrangement viable for both the operator and our Company which might very well not be the case otherwise, the extended hours operated by some of these outlets create additional jobs; create a more competitive market place; and contribute to the economy of the Municipality, the Province, and Canada, and they provide a service which the motoring public expects and is entitled to receive.

The residents of Mississauga as well as people travelling through your City, have a definite interest in this matter, and their views must be considered. Many motorists prefer to have their automobiles fuelled and serviced in the evening. Others have little choice in the matter because of the fact that they work shifts and are required to travel at all hours of the day and night. They have a right to deal in a market which offers a full and free competitive atmosphere, and any restrictions in the present freedom to operate hours related to supply and demand will result in increased costs to the motorist to have his automobile fuelled and serviced, and in inconvenience and loss of time as well. We believe that our industry has an obligation to provide the services that the motoring public wants when they are needed, and this is a matter which we believe cannot be legislated.

Finally, the owners of other business enterprises and the taxpayers of the City of Mississauga would undoubtedly be adversely affected by legislation restricting the hours of sale of retail gasoline outlets. Motorists requiring fuel or services would travel outside the municipality for some, and in the process they would purchase some of their other needs outside the municipality at the same time. A customer lost in the evening, at night, or on a Sunday, may become a customer lost during the daytime as well.

PETROFINA CANADA LTD.

- 3 -

186


Ladies and Gentlemen, as an individual who has observed the pros and cons of this subject for many years, I have concluded that legislation controlling the hours of retail gasoline outlets is not in the best interests of the consumer, and adversely affects many small but enterprising businessmen as well, I recommend to you that such legislation not be passed in your City.

A copy of this letter is being sent to every FINA DEALER in the City of Mississauga.

Respectfully submitted

PETROFINA CANADA LTD.

GEB:jr

  
G. E. Brehn  
Division Retail  
Sales Manager





I 19

**SUN OIL COMPANY LIMITED** #1 THORNCLIFFE SQUARE, TORONTO, ONTARIO M4H 1B5

October 2, 1974.

Mayor Martin Dobkin and Members of Council  
CITY OF MISSISSAUGA,  
Municipal Offices,  
1 City Centre Drive,  
Mississauga, Ont. L5B 1M2

Attention: Mr. David Turcott,  
Clerk

<b>RECEIVED</b>	
REGISTRY No.	
DATE	NOV 8 1974
FILE No.	
FILED BY	
CLERK'S DEPARTMENT	

Ladies and Gentlemen:

We at Sun Oil Company Limited have 16 service stations in Mississauga, out of a total of 17 which are leased by independent lessees.

None of the leases we have with our independent dealers in Mississauga indicate hours of operation that their business must be open to service the motorist; these hours are left to the dealers to determine.

In our negotiations with these lessees we indicate that they should be open the hours that are competitive with the other service stations in their marketing area, but again it is our Company's position that these hours are left to the dealer to decide in his best judgement.

We trust that this clarifies the position of our Company with respect to hours of operation.

We are forwarding a copy of this letter to our dealers in Mississauga.

Yours very truly,

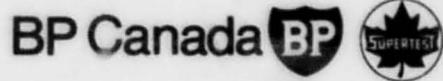
SUN OIL COMPANY LIMITED,

*G. H. Brereton*

G.H. Brereton,  
Vice-President, Marketing

GHB/rw

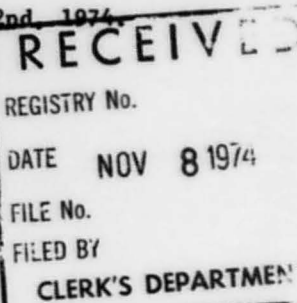
TO BE RECEIVED



I 20

1245 Sherbrooke Street West, Montreal 109, Quebec • Telephone: (514) 849-4781

October 2nd 1974



Mayor M.L. Dobkin and Members of Council  
The City of Mississauga  
City Centre Drive  
Mississauga, Ontario L5B 1M2

Your Worship and Members of Council:

It is our understanding that there is action taking place within the City of Mississauga to recommend to Council that the hours of operation for service stations should be regulated by an early closing by-law.

Accordingly, we would like to take this opportunity to record with you BP Canada's position with respect to restricted hours of service station operation and also its position on this matter with respect to its dealers.

Our experience indicates that by-laws restricting the hours of operation of gasoline stations inevitably result in changes in trading patterns. Gasoline station products are essential commodities in our mobile society and must be readily available at all hours to meet the requirements of industrial, commercial and general public demand. If the products are not available to meet the demand at a particular location, the consumer will obtain the product from another available source of supply.

Where operators are forced through legislation to restrict their hours of operation without regard to consumer demand, the resulting change in trading patterns affects the profitability of the gasoline station, not only to BP but more importantly to the individual operators. Through economic necessity, this often results in the closing of gasoline stations most seriously affected.

Our Company takes the position that each operator should be left to freely choose the hours of operation best suited to the circumstances: without this choice, some operators may be forced out of business. The interests of the consuming public and the operators are, in the long term, best served by avoiding by-laws which are restrictive and discriminatory in nature.

.../2

TO BE RECEIVED

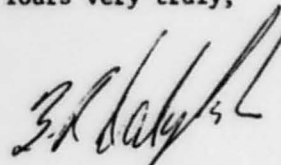
October 2nd, 1974.  
Mayor M.L. Dobkin and Members of Council  
Page 2

20a

The BP service stations in Mississauga operate those hours which have been determined by mutual interests, freely expressed, of BP, its dealers and their customers as being the hours best suited in their particular circumstances to meet the reasonable requirements of their customers.

We believe that in the best interests of and as a responsibility to our dealers, our position as stated above should be made clear to those concerned.

Yours very truly,



T. R. Dalglish  
Deputy General Manager,  
Marketing

GMS/lb

c.c. All BP dealers in the City of  
Mississauga.



I 21

Shell Canada Limited

Central Marketing Region  
75 Wynford Drive  
Don Mills, Ontario M3C 2Z4  
Telephone (416) 866-7111

October 11, 1974

<b>RECEIVED</b>	
REGISTRY No.	
DATE	NOV 8 1974
FILE No.	
FILED BY	
CLERK'S DEPARTMENT	

The Mayor & Members of Council  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

Ladies & Gentlemen:

In view of recent activity regarding hours of operation of service stations in Mississauga, we wish to outline Shell's position on this subject.

In our dealings, hours are agreed between the operator and Shell at the outset of contract negotiations. The agreed hours are confirmed, along with other operating conditions, in a Business and Property Management Agreement which accompanies the basic contract. Attached is the 'Hours' section of this agreement. You will note that the format is designed to accommodate a wide range of possible hours and recognizes that other ancillary businesses need not always follow the same hours as the gasoline facilities. This flexibility is evident in Mississauga where hours of operation for the Shell network are as follows:

Hours	Number of Outlets	
	Monday to Saturday	Sunday
7:00 a.m. - 9:00 p.m.	4	
7:00 a.m. - 10:00 p.m.	8	2
7:00 a.m. - 11:00 p.m.	2	1
7:00 a.m. - 12:00 p.m.	1	-
8:00 a.m. - 6:00 p.m.	1	-
9:00 a.m. - 5:00 p.m.	-	1
9:00 a.m. - 6:00 p.m.	-	2

TO BE RECEIVED



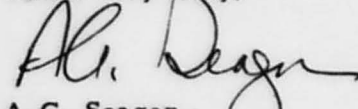
<u>Hours</u>	<u>Monday to Saturday</u>	<u>Sunday</u>
continued -		
9:00 a.m. - 8:00 p.m.	-	1
10:00 a.m. - 5:00 p.m.	-	2
10:00 a.m. - 6:00 p.m.	-	5
24 hours	6	6
Closed	-	2
Total	<u>22</u>	<u>22</u>

The diversity of hours represented in this summary leads me to suggest that substantial thought has gone into appraising the needs of the motorist. The variation between week-day and Sunday hours has been a negotiated position with the operators - representing an effort to maximize availability of service to the public, coupled with profit to the operator.

The hours agreed to in advance apply for the duration of the term unless changed by mutual consent. Shell cannot unilaterally change the hours from those agreed to by the operator - not even for a short term experiment. We take pride in this arrangement which we believe provides operator rights beyond those suggested by industry and Ontario Government guidelines. More importantly, this arrangement has been in effect for several years and has proven to be a positive feature in our dealer relations.

If you require any further details, we will be pleased to oblige.

Yours very truly,



A. G. Seager  
General Manager, Marketing

c. c. All Shell Retail Dealers  
in Mississauga

# City of Mississauga

## MEMORANDUM

R1

To .. MAYOR AND MEMBERS OF COUNCIL ..

From .... Mr. I. F. Markson .....

Dept. ....

Dept. .... City Manager .....

November 20, 1974.

RE: RESIGNATION OF TREASURER,  
EFFECTIVE, DECEMBER 6, 1974.

Attached is a copy of a letter dated November 19, 1974, addressed to Mayor and Members of Council from Mr. J.M. Burwell, C.A., concerning the above. Mr. Burwell informs me he is leaving on the basis of a career development move to a particular field which he has been wishing to enter for some time.

Mr. Burwell has been associated with the City of Mississauga as Treasurer for the past five years and before that was for nine years, a member of the Municipal auditor's staff.

It is with regret that I recommend to the City Council that Mr. Burwell's resignation be accepted effective December 6th, 1974.

Mr. William Munden, R.I.A., the present Deputy-Treasurer, has the necessary statutory duties and responsibilities of the Treasury position in accordance with The Municipal Act and has agreed to fulfil these duties and responsibilities until such time as a replacement is found for Mr. Burwell.

*I. F. Markson*

I. F. Markson,  
City Manager.

IFM:az  
Attach.  
c.c. Clerk  
Personnel  
Solicitor  
J. Burwell  
W. Munden

RESOLUTION TO ADOPT



1a

November 19th, 1974.

The Mayor, and Members of Council  
of the City of Mississauga:

Ladies & Gentlemen:

Please accept this letter as my resignation from the position  
of City Treasurer, effective December 6th, 1974.

I would like to thank the Council and previous Councils for  
the privilege of serving the citizens of Mississauga.

I would also like to thank all the municipal staff for their  
dedicated and loyal service in any area in which I was involved.

Very truly yours,

JMB/mf  
c.c. Mr. I. F. Markson  
City Manager

J. M. Burwell, C.A.

# City of Mississauga

## MEMORANDUM

R2

To .. MAYOR AND MEMBERS OF COUNCIL...

From ... Mr. I. E. Markson .....

Dept. ....

Dept. ... City Manager .....

November 20, 1974.

SUBJECT:

FINANCE AND TREASURY FUNCTIONS

RECOMMENDATION:

1. That the present functions of the Treasury Department be separated into:
  - (a) Finance; and
  - (b) Treasury.
2. That the Manager be authorized to advertise for candidates for the positions of:
  - (a) Commissioner of Finance; and
  - (b) City Treasurer.

COMMENTS:

My reasons for this are to separate the position roles because of:

- (a) The nature and scope of the work to be done and especially the appraisal and development of short and long run fiscal policies of the City as a function of existing and projected physical growth and development.

The information generated by the financial impact study arising from the Official Plan Review and the resulting need for fiscal policies to be upgraded by in-house staff.

The budget systems involving the appraisal and development of programmes reflecting fiscal policy decisions and their linkages with physical development and growth will require to be designed and implemented in order for Council to make decisions based on high quality information.

RESOLUTION TO ADOPT

Cont'd...



- (b) The nature and scope of designing and implementing a management accounting system to provide the information for user needs (elected and appointed).

This information will be co-ordinated by the Treasury function through the design and implementation of a management accounting system that will provide information to users for the following purposes.

1. To monitor and evaluate new and existing municipal programmes.
2. To protect assets and identify liabilities of the City.
3. To provide a clear record of the stewardship of the City's financial activities in accordance with the City Council's fiscal policy objectives and statutory requirements of the Province.

*I. F. Markson*

I. F. Markson,  
City Manager.

IFM:az

# City of Mississauga

## MEMORANDUM

R3

To ..... Mayor and Members of Council

From ..... Stephen Bitten .....

Dept. ....

Dept. .... Information Officer .....

November 18th, 1974

Subject: Staff long term service dinners

Origin: Mayor Martin L. Dobkin, M.D.

Comments: A policy outline on the holding of a dinner evening to honour long term staff members and other persons will be on the next Administration and Finance Committee Agenda.

As of the end of 1974, 27 staff members qualify to be honoured for completing either 10 or 15 years of service to the municipality.

It has been proposed that the municipality sponsor a luncheon function, early in the month of December to honour these persons.

Recommendation: That Council authorize a 1974 expenditure of \$1200 to hold a recognition luncheon for 27 qualifying staff members plus department heads and members of Council and that lapel pins bearing the City of Mississauga crest and denoting either ten or fifteen years of service be provided to the staff (we have no twenty-five year staff members to honour this year) in place of cuff links or brooches.

*Stephen Bitten*

RESOLUTION AVAILABLE

City of Mississauga

MEMORANDUM

R4

To .... Mr. D. B. Turcotte .....

From .... Mr. K. M. Middleton .....

Dept. .... City Clerk .....

Dept. .... Engineering .....

November 14 1974

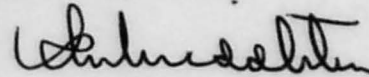
Dear Sir,

Re: Edrich-Fraser Subdivision  
Registered Plan 885; Area Z.3  
Our File: P.N. 72-68

As far as this Department is concerned, the developer has complied with all requirements of the Engineering Agreement.

We therefore recommend assumption of the works by the City and the release of all securities to the developer.

Yours very truly,



K. M. Middleton, P.Eng.,  
Acting City Engineer

SDL:psp  
c.c. Mr. W. Richmond  
Mr. W. Hunt  
Starr & Tarasick Ltd.  
Edrich Construction  
Region of Peel

RESOLUTION AVAILABLE

RECEIVED	
REGISTRY No.	10505
DATE	NOV 20 1974
FILE No.	RP 885
FILED BY	

R5

CITY OF MISSISSAUGA  
ENGINEERING AND WORKS DEPARTMENT

November 20, 1974

The Mayor and Members of Council  
City of Mississauga  
Mississauga, Ontario

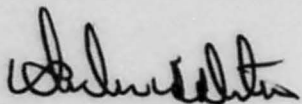
Re : Storm Sewers on Bob-O-Link Road  
Our file : P.N. 74-113

Ladies & Gentlemen:

Attached is a summary of tenders, opened at a  
Public Tender Meeting on Wednesday, November 20, 1974.

We recommend that this contract be awarded to the low  
bidder, EnSan Contractors Limited, for their tender  
price of \$33,005.00 subject to the approval of the  
Ministry of Transportation and Communications.

A draft resolution to this effect is attached.



K. Middleton, P. Eng.  
Acting City Engineer

LT:sa

Attchd.

RESOLUTION AVAILABLE



CITY OF MISSISSAUGA  
Engineering & Works Department

5a

SUMMARY OF TENDERS RECEIVED BY A COMMITTEE OF COUNCIL OF THE  
CITY OF MISSISSAUGA AT A PUBLIC TENDER OPENING ON WEDNESDAY,  
NOVEMBER 20, 1974.

CONTRACT P.N. 74-113

CONSTRUCTION OF CONCRETE PIPE STORM SEWERS AND APPURTENANCES  
ON BOB-O-LINK ROAD IN THE CITY OF MISSISSAUGA.

1.	EnSan Contractors Ltd.	\$33,005.00
2.	Mizzi Brothers Const. Ltd.	\$37,987.00
3.	Poce Construction Ltd.	\$38,508.00
4.	Raylena Construction Co.	\$38,883.40
5.	Dundas Const. Co. Ltd.	\$43,327.00
6.	Lopet Limited	\$45,263.75
7.	Pachino Construction Co. Ltd.	\$45,777.50
8.	Elmford Construction Co.	\$48,304.25
9.	Arpani Excavating Ltd.	\$48,876.00
10.	Hollingworth & Sons Ltd.	\$49,139.50
11.	H.M.A. Construction Ltd.	\$51,874.65
12.	J. Gallo Exc. and Grading	\$58,207.00
13.	Rabito Sewer & Watermain Contractors	\$75,581.00
14.	D. Consentino Ltd.	\$77,159.00

R6

CITY OF MISSISSAUGA  
Engineering and Works Department

The Mayor and Members of the  
General Committee,  
City of Mississauga.

November 15, 1974

Our File : PN 74-099

Ladies & Gentlemen:

SUBJECT: Supply and Installation of Traffic Control Signals -  
Erin Mills Pkwy and Mississauga/Turner Valley Road.

ORIGIN: Engineering and Works Department - Traffic Section.

COMMENTS: Listed below is a summary of tenders for the above  
project opened at a Public Tender Meeting on  
Wednesday, November 13, 1974.

- 1) Guild Electric (Ontario) Limited \$15,214.00
- 2) Bennett & Wright (Eastern) Limited \$15,475.00

RECOMMENDATIONS: We recommend that this contract be awarded to the  
low bidder, Guild Electric (Ontario) Limited for  
their tender price of \$15,214.00, subject to the  
approval of the Region of Peel and the Ministry  
of Transportation and Communications. A draft  
resolution to this effect is attached.

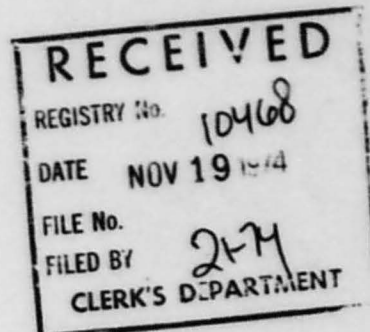
PREPARED BY : *[Signature]*  
R.D. GLOVER,  
Traffic Section

APPROVED BY : *[Signature]*  
M.A. MILLARD, P. Eng.,  
Director of Eng. Services

RDG:JB

Encl.

RESOLUTION AVAILABLE



R 7

CITY OF MISSISSAUGA  
Engineering and Works Department

The Mayor and Members of the  
General Committee,  
City of Mississauga.

November 15, 1974

Our File : PN 74-101A.

Ladies & Gentlemen:

SUBJECT: Supply and Installation of Traffic Control Signals -  
Dundas Street and Kirwin/Camilla,  
ORIGIN: Engineering and Works Department - Traffic Section.  
COMMENTS: Listed below is a summary of tenders for the above  
project opened at a Public Tender Meeting on  
Wednesday, November 13, 1974.

- |    |                                    |             |
|----|------------------------------------|-------------|
| 1) | Guild Electric (Ontario) Limited   | \$14,881.00 |
| 2) | Bennett & Wright (Eastern) Limited | \$15,766.00 |

RECOMMENDATIONS: We recommend that this contract be awarded to the  
low bidder, Guild Electric (Ontario) Limited, for  
their tender price of \$14,881.00, subject to the  
approval of the Region of Peel and the Ministry  
of Transportation and Communications. A draft  
resolution to this effect is attached.

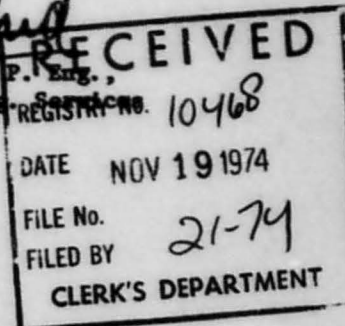
*[Signature]*  
PREPARED BY : R.A. GLOVER,  
Traffic Section

*[Signature]*  
APPROVED BY : M.A. MILLARD, P. Eng.,  
Director of Eng. Services

RDG:JB

ENCL.

RESOLUTION AVAILABLE



R8

CITY OF MISSISSAUGA  
Engineering and Works Department

The Mayor and Members of the  
General Committee,  
City of Mississauga.

November 15, 1974

Our File : PN 74-100

Ladies & Gentlemen:

SUBJECT: Supply and Installation of Traffic Control Signals -  
Burnhamthorpe Road and Wolfedale Road -  
Eglinton Avenue and Mavis Road.

ORIGIN: Engineering and Works Department - Traffic Section.

COMMENTS: Listed below is a summary of tenders for the above  
project opened at a Public Tender Meeting on  
Wednesday, November 13, 1974.

- 1) Guild Electric (Ontario) Limited \$27,408.00
- 2) Bennett & Wright (Eastern) Limited \$29,470.00

RECOMMENDATIONS: We recommend that this contract be awarded to the  
low bidder, Guild Electric (Ontario) Limited for  
their tender price of \$27,408.00, subject to the  
approval of the Region of Peel and the Ministry  
of Transportation and Communications. A draft  
resolution to this effect is attached.

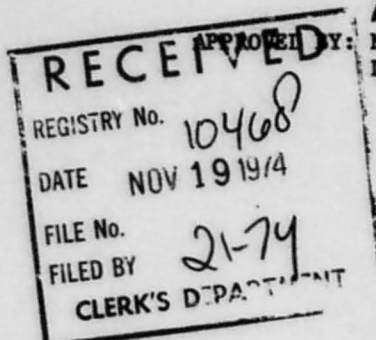
PREPARED BY: *[Signature]*  
M.D. GLOVER,  
Traffic Section

*[Signature]*  
M.A. MILLARD, P. Eng.,  
Director of Eng. Services

RDG:JB

Encl.

RESOLUTION  
AVAILABLE





# City of Mississauga

## MEMORANDUM

R9

To . The Mayor and Members of Council . . . . .

From . Mr. M. A. Millard, P. Eng.,  
Director of Engineering Services . . . . .

Dept. . . . .

Dept. . Engineering . . . . .

Request No. 162  
Clerk's File: 84-74

November 19, 1974  
Our File: 04-00-90.1

SUBJECT: Sanitary sewer construction on Algonquin Drive.

ORIGIN: Letter dated October 29, 1974, from the Region of Peel.

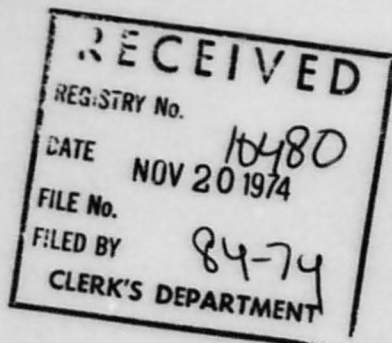
COMMENTS:

1. This work is required to provide sanitary sewer service to abutting properties. The total estimated cost of the work is \$64,000 with the Region's share estimated at \$49,165.80.
2. The City of Mississauga's share of the cost is \$14,834.20 based on a charge of \$7.00 per foot of frontage and \$250.00 per residential private connection.
3. Attached is a proposed draft resolution.

RECOMMENDATION: That the City of Mississauga agree to the installation of sanitary sewers on Algonquin Drive.

MM:dw  
Attach.

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services.



RESOLUTION AVAILABLE

## The Regional Municipality of Peel

October 29, 1974. 9a

Mr. D. R. Turcotte, Clerk,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario.

Re: Construction of Sanitary Sewers,  
Algonquin Drive, PW-307-74.

Dear Mr. Turcotte:

Enclosed you will find the following documents re the above project:

- 1) Certified copy of proposed By-law Number 164-74.
- 2) A copy of a draft resolution for consideration by the City Council.

If Council passes the resolution, please forward two certified copies to this office for submission to the Ontario Municipal Board, as outlined in our letter of October 28, 1974, to the City Manager.

OCT 30 1974

Yours very truly,

*Henry H. Rutherford*

Henry H. Rutherford,  
Regional Clerk.

HHR:sm

Encls. 2.

c.c. - L. W. Stewart, Q.C.,  
Regional Solicitor.  
- W. J. Anderson, P. Eng.,  
Commissioner of Public Works.  
- D. A. Pierce,  
Acting Commissioner of Finance.

RECEIVED	
REGISTRY No.	9777
DATE	OCT 30 1974
FILE No.	
FILED BY	84-79
CLERK'S DEPARTMENT	

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 164-74

96

A BY-LAW TO AUTHORIZE THE CONSTRUCTION  
OF SANITARY SEWERS ON ALGONQUIN DRIVE,  
IN THE CITY OF MISSISSAUGA, AT A TOTAL  
ESTIMATED COST OF \$64,000.00.

WHEREAS it is desirable that sanitary sewer service be provided  
to the undermentioned parts of Algonquin Drive;

AND WHEREAS the report of W. J. Anderson, P. Eng., Regional  
Commissioner of Public Works, dated the 30th day of September, 1974  
(File W.7429), recommended the construction of said sanitary sewers,  
and said recommendation having been adopted by Regional Council on the  
24th day of October, 1974, by Resolution Number 74-430-12.

NOW THEREFORE, the Council of the Regional Municipality of Peel  
enacts as follows:

1. That the Regional Municipality of Peel shall construct the  
following sanitary sewers in the City of Mississauga:
  - (a) A 10 inch sanitary sewer on Algonquin Drive, a distance of 800  
feet more or less;
  - (b) On the Easement through Lot 6, Registered Plan 508, and Lot 23,  
Concession 2, S.D.S., from Algonquin Drive to the existing sewer  
Easement through Lot 23, Concession 2, S.D.S., a 10 inch sanitary  
sewer a distance of 200 feet more or less, and two 4 inch sanitary  
sewers a distance of 160 feet more or less;

AT A TOTAL ESTIMATED COST OF \$64,000.00.

2. That the Commissioner of Public Works shall forthwith make such  
plans, profiles and specifications and furnish such information as may  
be necessary for the making of a contract or contracts for the execution  
of the said works.
3. That the said works shall be carried out and executed under the

superintendence and according to the directions and orders of the  
Commissioner of Public Works.

9c

4. That the Chairman and the Clerk of the Regional Municipality of Peel are hereby authorized to cause a contract or contracts for the construction of the said sanitary sewers to be made or entered into with some person or persons, firm or firms or corporation or corporations, subject to the acceptance of a tender by the Regional Council.

5. The cost of the said works, being estimated at a total of \$64,000.00 shall be apportioned as follows:

- (a) The provision of \$49,165.80 from the Region of Peel.
- (b) There shall be an assessment in the amount of \$14,834.20 on the City of Mississauga.

6. That the sum of \$64,000.00 shall be raised by the issue and sale of debentures by the Regional Municipality of Peel over a period of twenty (20) years bearing interest at a rate of 10 3/4 per cent. Pending the issue and sale of the said debentures, the Regional Municipality of Peel may borrow from any bank or person upon the credit of the Region by way of temporary advances to meet the expenditures authorized by this By-law, such sum or sums as may be required for that purpose but not exceeding in aggregate the sum of \$64,000.00, and the Chairman and the Commissioner of Finance of the Region are hereby authorized to sign and deliver to the said bank or person such promissory note or notes as may be required from time to time for the repayment of the moneys so borrowed at such time and at such rate of interest as may be agreed upon with the said bank or person and to affix to such promissory note or notes the seal of the Regional Municipality of Peel.

7. In respect of the temporary advances authorized by this By-law, the Chairman and the Commissioner of Finance of the Region are hereby



authorized to hypothecate to any person or bank as collateral security <sup>9d</sup>  
for any sum or sums from the said bank or person and interest thereon,  
any debentures which may be issued to defray the cost of the said work  
undertaken under this By-law, and the proceeds of the sale of the  
debentures, or as much thereof as may be necessary, shall be paid to  
the said bank or person in satisfaction of the sum or sums so borrowed  
and interest thereon.

8. The provisions of this by-law shall not take effect until the  
approval has been obtained from the Ontario Municipal Board.

READ A FIRST AND SECOND TIME IN OPEN COUNCIL this 24th day of  
October, 1974.

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this  
day of , 1974.

"Henry H. Rutherford"  
Clerk

"L. H. Parsons"  
Chairman

I, Henry H. Rutherford, Clerk of the Regional  
Municipality of Peel, do hereby certify that  
the foregoing is a true copy of By-law Number 164-74  
read a first and second time by the Council of the  
Regional Municipality of Peel on the 24th day of  
October, 1974.

Henry H. Rutherford  
Henry H. Rutherford,  
Regional Clerk.

Resolution of the Municipal Council of the Corporation of  
The City of Mississauga

9e

WHEREAS the Regional Municipality of Peel is applying to the Ontario Municipal Board for the approval of the following capital project:

All of the works proposed by Regional By-law Number 164-74, being the construction of sanitary sewers on Algonquin Drive, in the City of Mississauga, and for the issuance of debentures, a portion of which will be chargeable to this municipality;

RESOLVED THAT this municipality concurs in such application and is aware that the cost thereof will be payable out of the general levy unless and until this municipality takes the necessary proceedings for the imposition of a special rate.

CITY OF MISSISSAUGA  
Engineering & Works Department

R10

November 15, 1974.

Our File: 74-024D

Mayor & Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies & Gentlemen:

SUBJECT Demolition of 3128 Given Road  
ORIGIN City Maintenance Section  
COMMENTS Listed below is a summary of tenders opened at a  
Public Tender Meeting on Wednesday, November 6, 1974.

- 1) Teperman & Sons Ltd. \$2,200.00
- 2) Greenspoon Bros. Limited \$2,675.00

RECEIVED

REGISTRY No.

DATE NOV 15 1974

FILE No.

FILED BY

CLERK'S DEPARTMENT

A third contractor, Meszaros Wrecking, also submitted a tender in connection with this project. Mr. Meszaros mailed his tender from Brantford sending it 'Special Delivery'. We are informed that he did this after being advised by the local postmaster that it would be delivered in time to meet the tender closing deadline. The tender was delivered to the building, but apparently not in the envelope provided by the Purchasing Department. It apparently was not directed to the Clerk's Department as it should have been. The envelope was then opened in error and forwarded to the Engineering & Works Department. As a result, it was not included in the tenders opened by a Committee of Council. For this reason the tender submission is considered to be informal and it has not been included in our recommendation.

RECOMMENDATION

We recommend that this contract be awarded to Teperman & Sons Ltd. at the tender price of \$2,200.00, being the low bid for this contract.

A draft resolution to this effect is attached.

KMM/ds  
Encl.

RESOLUTION AVAILABLE

*K. M. Middleton*  
K. M. Middleton, P.Eng.,  
Acting City Engineer.



Month Ending as of October 31, 1974



## ONTARIO HUMANE SOCIETY

Peel Region ..... BRANCH

MONTHLY REPORT OF ANIMAL CONTROL OPERATIONS IN THE  
MUNICIPALITY OF Mississauga

Number of dogs impounded	193
Number of dogs returned direct to owners	3
Number of dogs taken to shelter	188
19 New Puppies founded	
Number of dogs claimed from shelter by owner	83
20 Euthanasia	
Number of dogs humanely destroyed	57
Number of cats sheltered	197
Number of miscellaneous animals sheltered	90
Number of animals rescued or otherwise assisted	57
Number of calls for assistance answered	827
Emergency calls answered after 9 p.m.	15
Impounding fees collected	\$ 393.00
77 By-Laws Road	
63 Tickets Issued	
To: Municipal Clerk of	

President, Ontario Humane Society

Respectfully submitted,

Branch

General Manager,  
Ontario Humane Society.  
DG 8-2M 5-72

Inspector/Manager

TO BE RECEIVED

Month Ending as of October 31, 1974



## ONTARIO HUMANE SOCIETY

Peel Region ..... BRANCH

MONTHLY REPORT OF ANIMAL CONTROL OPERATIONS IN THE  
MUNICIPALITY OF Port Credit

Number of dogs impounded	5
Number of dogs returned direct to owners	-
Number of dogs taken to shelter	5
Number of dogs claimed from shelter by owner	1
Number of dogs humanely destroyed	4
Number of cats sheltered	1
Number of miscellaneous animals sheltered	3
Number of animals rescued or otherwise assisted	1
Number of calls for assistance answered	10
Emergency calls answered after 9 p.m.	-
Impounding fees collected	\$ 5.00

To: Municipal Clerk of

President, Ontario Humane Society

Respectfully submitted,

Branch

General Manager,  
Ontario Humane Society.  
DG 8-2M 5/72

Inspector/Manager



11a

Month Ending as of October 31, 1974



# ONTARIO HUMANE SOCIETY

. Peel . Region . . . . . **BRANCH**

MONTHLY REPORT OF ANIMAL CONTROL OPERATIONS IN THE  
MUNICIPALITY OF . . . . . **Streetville**

Number of dogs impounded	<u>11</u>
Number of dogs returned direct to owners	<u>-</u>
Number of dogs taken to shelter	<u>11</u>
<b>2 New Homes founded</b>	
Number of dogs claimed from shelter by owner	<u>3</u>
<b>3 Remain</b>	
Number of dogs humanely destroyed	<u>3</u>
Number of cats sheltered	<u>2</u>
Number of miscellaneous animals sheltered	<u>10</u>
Number of animals rescued or otherwise assisted	<u>1</u>
Number of calls for assistance answered	<u>50</u>
Emergency calls answered after 9 p.m.	<u>-</u>
Impounding fees collected	<u>\$ 7.00</u>

To: Municipal Clerk of

President, Ontario Humane Society

Respectfully submitted,

..... Branch

General Manager,  
Ontario Humane Society.  
DG-S-2M 5/72

  
.....  
Inspector/Manager

## TOWN OF MISSISSAUGA

MEMORANDUM

To ..... Mayor and Members of Council  
 Dept. ....

From ..... Stephen Bitten  
 Dept. .... Information Officer

R12

November 15th, 1974

Subject: City sponsorship of a one hour 'Music for Christmas' program on CJMR radio on Christmas Day.

Origin: I.F. Markson - City Manager

Comments: In the past the Town of Mississauga has sponsored a Christmas morning 'Music for Christmas' program on CHWO radio in Oakville. We sponsor a one hour portion of the program commencing at 8 a.m.

This year the city has the opportunity to continue this sponsorship with CJMR Mississauga Radio. The sponsorship cost is \$210.

A good number of 'commercials' are played during the hour bringing greetings to the audience from the Mayor, Members of Council and city staff.

Recommendation: That the city sponsor a one hour segment of the 'Music for Christmas' program to be aired by CJMR Mississauga Radio on Christmas Day and that an allocation of \$210 be approved to cover the contract costs.

RESOLUTION AVAILABLE

RECEIVED

REGISTRY No.

DATE NOV 18 19/4

FILE No.

FILED BY

CLERK'S DEPARTMENT

R13

CITY OF MISSISSAUGA  
PLANNING DEPARTMENT

FILE: Erindale Woodlands  
DATE: November 8, 1974

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of  
Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Erindale Woodlands, Blocks M and L, Registered  
Plan 550

ORIGIN Resolution of Council, October 15, 1974:

"That with respect to File Registered Plan #550, Erindale Woodlands; the Commissioner of Planning be instructed to continue discussions with the developer using the "Terms of Reference" prepared by the Commissioner as the basis for the discussion; and

Further, that before final positions are presented to Council by either party separately or coincidentally, the City Solicitor examine the final positions so that he may prepare his legal opinion with Council at the same meeting the recommendations are considered."

COMMENTS

Pursuant to the above resolution of Council, the Terms of Reference for a study by a planning consultant of Erindale Woodlands Blocks M and L, Registered Plan 550 have now been modified to a form acceptable to both the applicant and the City Planning Staff. The modified Terms of Reference have been passed to the City Solicitor and he has indicated no objections. A copy of the Memorandum of Understanding between the City and Dell Holdings Limited which embodies the terms of reference is attached as Appendix I.

RESOLUTION AVAILABLE

13a

- 2 -

FILE: Erindale Woodlands  
DATE: November 8, 1974

RECOMMENDATION

It is recommended that the Terms of Reference agreed upon by the applicant and the City Planning Staff be adopted by Council, and further that the Planning study be commenced as soon as possible.



APPENDIX I

136

MEMORANDUM OF UNDERSTANDING  
Between City of Mississauga  
and Dell Holdings Limited

Re: Development of Blocks M and L,  
Plan 550

1. Dell undertakes and agrees not to apply for any building permit on the subject lands save in respect to plans revised to reflect the planning study to be undertaken pursuant to this agreement.
2. The City agrees to issue a building permit or building permits in accordance with plans revised in accordance with paragraph 1.
3. Dell and the City shall agree upon an independent qualified planning consultant to be retained by them jointly at Dell's expense.
4. The planning consultant shall be directed to report on the revisions to existing by-law standards governing the said lands and advise what changes are required to take into account the following:
  - (a) To what extent has the Erindale Woodlands Community been developed to a population density greater than that anticipated by the planning review undertaken in 1965; to the extent that there is excess population beyond the projection in the 1965 review, what equitable pro rata share of that excess should be attributed to the remaining undeveloped parcels of land. In particular, with reference to the subject

13c

- 2 -

lands the consultant shall determine what reduction in density, if any, should result from that analysis.

- (b) What parking standards are appropriate to the subject lands having regard to current policies and actual demands.
- (c) What bedroom mix and type of multiple unit is most desirable having regard to the existing community recognizing that the recommended development will achieve the population generation for the site upon which the 1965 review was predicated subject to any adjustment by reason of the conclusions in paragraph 4(a) hereof.
- (d) In arriving at the recommendation in the next proceeding subparagraph, the consultant will consider any refinements of design criteria resulting from consultation with the landowner, the Ward Councillor, the residents and the Commissioner of Planning.
- (e) The consultant will make recommendations as to any additional park or parkway belt acquisition and make recommendations as to the effect of any acquisitions upon the scheme of development contemplated in 1965.

13d

- 3 -

(f) The consultant will, with the assistance of the staff of the City and of the Developer, investigate and report upon the adequacy of sanitary and storm drainage services and any improvements thereto made necessary by reason of the development of the subject lands in accordance with the consultant's recommendations. Similarly, the consultant will evaluate the impact of his recommended development in terms of traffic, and report on any improvements made necessary thereby.

(g) The consultant shall report with respect to the recommended siting of structures on the site taking into account the existing by-law restrictions, "hazard - slopes" in accordance with the Valley Rim Line methodology adopted by City Council, the natural characteristics of the subject lands, and the built environment neighbouring on the subject lands.

5. The Developer shall be under no obligation to modify his plans to reflect any proposed park or parkway acquisitions proposed but not implemented. However, the Developer agrees to allow the authorities responsible for such acquisitions a reasonable opportunity to negotiate such acquisitions or, in the alternative, to proceed to expropriation, before taking out a permit pursuant to paragraph 1 hereof.

13e

- 4 -

6. It is a condition of this agreement that the consultant shall proceed immediately with the study and submit his report within a period of three months. The consultant shall throughout the preparation of his work, liaise with the Commissioner of Planning, Developer and the Ward Councillor who shall be the means of communication for the local residents.



Councillor Killaby  
Ward 4  
1 City Centre Drive  
Mississauga.

3271 Candela Dr.  
Mississauga  
Ontario  
Tel. 270-1821.

P.1

October 31st. 1974.

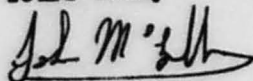
Dear Cays,

I enclose a Petition received from the residents of Lolita Gardens area of Missauga Valleys, complaining about speeding vehicular traffic in their area.

As Municipal Affairs Officer of the local Ratepayers Group, I have investigated this matter myself and I must concur with these residents. There is a problem and a cause for concern over the safety of the children in this area, and with the eventual building of the two high rise buildings that are planned for the Pinkney Dr. area will without doubt increase the problem to an alarming rate.

I would concur that this problem needs immediate remedial action. The placing of ~~stop signs~~ appears at this time to be the only viable solution to this problem. I hope you will give this matter your immediate attention.

Yours truly

  
John McGibbon.

REPORT REQUESTED FROM K. MIDDLETON  
#292

We, the undersigned residents of Lolita Gardens, request the aid of City Council in finding a solution to a traffic problem on this street. Motorists tend to drive at rates well above the posted speed limit on Lolita Gardens, posing a danger to the many small children who live on either side of the street.

We realize that the Peel Regional Police Department is unable to enforce the speed limit on a twenty-four hour per day basis on this one street, and suggest the following solution:

Lolita Gardens should be changed from its present status as a "through" street at its intersections with Lara Woods and Ginger Downs. Lara Woods and Ginger Downs are both crescents beginning and ending on Lolita Gardens. The installation of signs, converting these intersections to the "Three-Way Stop" type, would require that motorists proceeding all the way along Lolita, stop on five separate occasions, thus reducing their speed drastically along the street.

We would ask that City Council enact the necessary legislation for this change as soon as possible.

NAME	ADDRESS	SIGNATURE
WDF Wilson	407 Lolita Gdns 270-0468	WDF Wilson
T.S. SIPOS	413 LOLITA Gdns	Thodore S. Sipes
Dave Boyer	423 Lolita Gdns	Dave Boyer
Sean Kirkwood	400 Ginger Downs	Sean Kirkwood
Monica Bernard	433 Lolita Gdns	Monica Bernard
Mary Bayne	483 Lolita Gdns	Mary Bayne
Brenda Allen	453 Lolita Gardens	Brenda Allen
K. Summers	391 Lolita Gardens	
A. Delletty	403 Lolita Gardens	
R.S. Bagnall	353 Lolita Gdns.	R.S. Bagnall
J.M. Allister	427 Lolita Gdns.	
Barry Thomas	441 Lolita Gdns.	
Bruce Ryan	457 Lolita Gdns.	Bruce Ryan
Angie L. Bennett	463 " "	Angie L. Bennett
Charles Rose	467 " "	Charles Rose
David Akers	477 " "	David Akers
J. Allen	487 " "	
J. Allen	" "	
Mr. & Mrs. C. Styp	493 " "	Charles V. Styp
Mr. & Mrs. R. Benish	497 " "	
Steven Mackenzie	503 " "	J. Mackenzie
Jim Mackenzie	503 " "	J. Mackenzie
Nichole Vali	508 GINGER DOWNS	
Ricardo Salazar	505 GINGER DOWNS	
Max Plomp	476 Lolita Gdns	Max Plomp
R. Jamison (Hammison)	470 Lolita Gardens	R. Jamison
Shirley H. Jamison	464 Lolita Gardens	S. Jamison
Robert S. Jamison	458 Lolita Gdns	

FRED A. HILL	378	LOLITA GRONS.	<i>Fred A Hill</i>
Helen M Currie	374	" "	<i>Helen Currie</i>
ROBERT LATHAM	370	" "	<i>Robert Latham</i>
DENNIS COWLIN	366	" "	<i>Dennis Cowlin</i>
D. A. KEITH CAMERON	337	" "	<i>D. A. Keith Cameron</i>
K. R. LINDSEY	360	" "	<i>K. R. Lindsey</i>
<i>Don M. M...</i>	347	" "	<i>Don M. M...</i>
<i>David K...</i>	357	" "	<i>David K...</i>
Ewart Barford	363	Lolita Gdys.	<i>E. Barford</i>
Jan Kels	369	Lolita Gdys.	<i>Jan Kels</i>
Gloria Heslop	375	Lolita Gdys.	<i>Gloria Heslop</i>
<i>Sheela Walp...</i>	383	Lolita Gdys.	
<i>Bob ...</i>	425	LARA WOODS	
<i>Walter ...</i>	424	LARA WOODS	
<i>Pe ...</i>	424	LARA WOODS	



Northwick Development Ltd.

3395 Cliff Rd.

Misses, Orange, Ont

Dear Sirs:

P.2

We, the residents of Parklane Circle request the removal of the eight-foot climbing tower from our playground. We feel that it endangers the safety of our children in addition to decreasing the aesthetic value of our community.

Name	Unit No	Name	Unit No
1. J. Goli	129	16. J. Goli	133
2. Mrs. P. K. Fother	130	17. R. Bourdeau	22
3. Mrs. M. W. Bindon	131	18. C. Merino	25
4. J. Goli	129	19. D. Phair	32
5. Ann Marie Tossan	126	20. D. Phelps	71
6. Jean Chabrows	#123	21. Newton Smith	72
7. Daphne Vallis	#121	22. Gary D. Duff	74
8. M. Allen Ball		23. G. McIntyre	77
9. Jean Wouters	#117	24. Ann Reulin	80
10. Margaret H. S.	#114	25. St. Regis	79
11. Mrs. Irene Hughes	#113	26. Ann Len Li	#14
12. Mrs. Marion Ansel	#112	27. Helen Leland	
13. Peter Remon	109	28. J. K. Gray	
14. Betty Bony	#108	29. Sandra Taylor	#19
15. Barbara Miller	#107		

THIS HAS BEEN REFERRED TO  
E. M. HALLIDAY



2a

Northwest Development Ltd.

3395 Cliff Rd.  
Mississauga, Ont.

Dear Sirs:

We, the residents of Parklane Circle request the removal of the eight-foot climbing tower from our playground. We feel that it endangers the safety of our children in addition to decreasing the aesthetic value of our community.

	Name	Unit No.	Name	Unit No.
30	J. Liddan	127		
31	Alm. A. B. Jones	115		
32	J. Anne Simpson	24		
33	Mrs. P. E. Scott	28		
34	J. G. Black	30		
35	J. P. Lynch	73		

CITY OF MISSISSAUGA

FILE: Amendment 246

PLANNING DEPARTMENT

DATE: November 22, 1974

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Proposed Official Plan Amendment 246  
Erin Mills South

ORIGIN Request received on November 6, 1974 from the Official Plans Branch, Ministry of Housing, for City Council's comments on proposed modifications to Amendment 246.

HISTORY Official Plan Amendment 246, approved by Council on October 22, 1973, was approved by the Ministry of Treasury, Economics and Intergovernmental Affairs on December 27, 1973, except for certain lands shown on the attached map which were referred to the Ontario Municipal Board. The reasons for the referral, outlined in a letter dated March 4, 1974 from Mr. G. M. Farrow, were the concern over the relocation of Mississauga Road and absence of a final decision of the boundary of the Parkway Belt. This matter was then brought before Council at its meeting on March 15, 1974 at which time it was resolved:

"That the Council of the City of Mississauga endorse the exclusion of the realignment of Mississauga Road, and the inclusion of some modified road net-work to facilitate local traffic as opposed to through traffic; and further, the development proposals proceed in accordance with the Official Plan Amendment by way of subdivision agreement and site plan control."

FILE: Amendment 246

- 2 -

DATE: November 22, 1974

As this resolution appeared to remove the main problematic aspect for which this Amendment was referred to the Ontario Municipal Board, staff in a letter to Mr. G. M. Farrow dated June 28, 1974, requested that the Amendment be reconsidered by the Minister to avoid the delay which would be occasioned by waiting for a hearing of the Board. Accompanying the letter were copies of the revised schedules and proposed modifications to the text of the Amendment necessary to implement these changes. We have now been advised by the Ministry of Housing in a letter dated November 6, 1974, a copy of which is attached, that the Ministry has completed their circulation of the revised text and schedules and are in a position to consider requesting the return of this referral from the Ontario Municipal Board. However, prior to making a final decision on the Amendment they request the City's comments on the proposed modifications to the Amendment outlined in their letter.

COMMENTS

Modifications 1, 2, 3 and 4 concern the text changes necessary to implement the exclusion of the realignment of Mississauga Road as previously approved by Council on March 15, 1974.

As far as necessary text changes are concerned two revisions to the text of the Amendment under the headings of 'Schools' and 'Open Space and Recreation' which were suggested by staff on June 28, 1974, were not included in the Minister's proposed modifications. These revisions are necessary due to the exclusion of the realignment of Mississauga Road and should be included in the modifications proposed by the Ministry.

Modification 5 proposes the inclusion of a paragraph restricting residential development in the vicinity of proposed Highway 403 where excessive noise is anticipated unless noise abatement measures to the satisfaction of the Ministry of Transportation and Communications are provided.

FILE: Amendment 246

- 3 -

DATE: November 22, 1974

Modifications 6 and 7 concern map changes necessary to reflect the location of the Parkway Belt System West and to implement the exclusion of the proposed realignment of Mississauga Road. The Ministry has also indicated that a statement will be added to the text to the effect that the detailed location of the Parkway Belt System will be determined during the processing of proposed plans of subdivision. Although the road system proposed in the revised maps submitted by the Ministry differs slightly from those submitted by staff on June 28, 1974, they do agree with the intent of Council's resolution.

The Ministry's letter also lists a number of persons who have requested information regarding the status of Amendment 246. It is suggested these persons be notified of Council's decision on this matter.

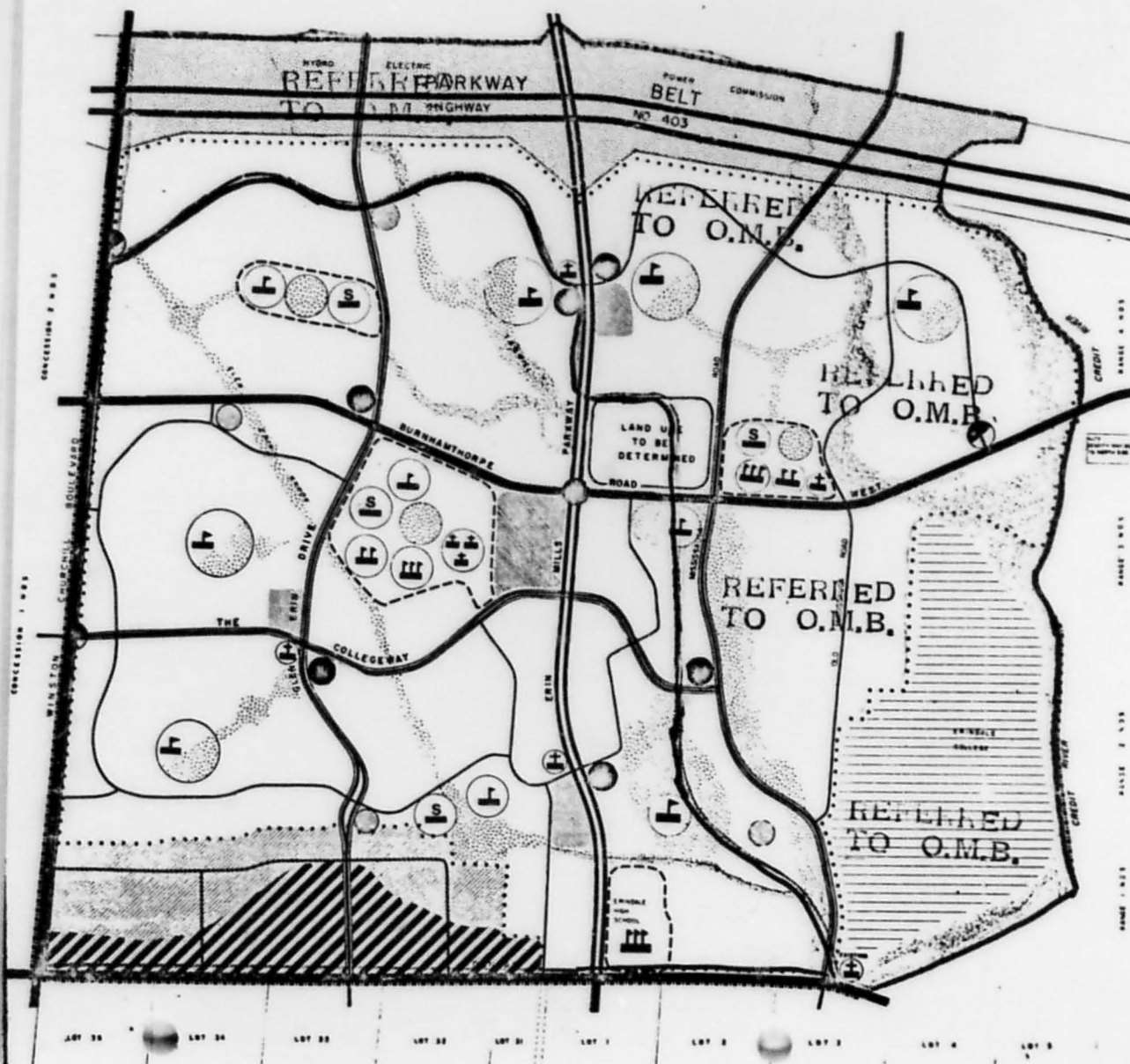
CONCLUSION

It is suggested that the Ministry of Housing should be advised that the proposed modifications to Amendment 246 are acceptable to the City of Mississauga; however, the necessary text changes under the headings 'Schools' and 'Open Space and Recreation' should also be included.



Amendment 246

# ERIN MILLS SOUTH COMMUNITY PRIMARY PLAN



- CHURCHES
- SECONDARY SCHOOL
- SENIOR SCHOOL
- JUNIOR PUBLIC SCHOOLS
- MAIN & OPEN SPACE
- GREENBELT
- PARKWAY BELT
- RESIDENTIAL
- COMMERCIAL
- HIGHWAY COMMERCIAL
- INDUSTRIAL
- MAJOR INSTITUTIONAL
- BULEVARDED ARTERIAL
- ARTERIAL ROADS
- MAJOR COLLECTOR ROADS
- MINOR COLLECTOR
- INTERCHANGES
- RESIDENTIAL COMMUNITY BOUNDARY
- MINOR COLLECTOR ROADS
- BOUNDARY OF SECONDARY PLAN
- BOUNDARY OF PARKWAY

## SCHEDULE B

### KEY MAP OF NEIGHBOURHOODS



"THIS MAP IS A CONSEQUENT PART OF AMENDMENT NO. 246, AND SHOULD BE READ WITH THE ATTACHED TEXT."



Ministry of  
Housing

965-3352

Queen's Park  
Toronto, Ontario

November 6, 1974

Mr. R.G.B. Edmunds,  
Commissioner of Planning,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Mr. Edmunds:

Re: Amendment No. 246 to the Official  
Plan of the Town of Mississauga -  
Erin Mills South Community.  
Our File: W. 4551.

Further to your letter of June 28, 1974 to Mr. G.M. Farrow, we have now completed our circulation of the revised text and schedules provided by you. Accordingly, we are in a position to consider requesting the return of this referral from the Ontario Municipal Board and to proceed with final processing. We would suggest that the following modifications be made to the portions of this Amendment now under review.

1. That the BASIS section be modified by deleting the line "a new north/south road located west of Sawmill Creek," in the first paragraph and replacing it with the words "Erin Mills Parkway".

2. That the second paragraph of the BASIS section be modified by deleting the sentence "To complement the transfer of traffic function from the existing to the proposed Mississauga Road, all multiple family designations have been removed from the frontage of existing Mississauga Road and have been replaced by a designation to allow only development for detached and semi-detached dwellings," and replacing it with the following sentence:

"To complement the transfer of traffic function from Mississauga Road, all multiple family designations have been removed from the frontage of Mississauga Road and have been replaced by

a designation to allow only development for detached and semi-detached dwellings."

3. That the third paragraph of the BASIS section be modified by deleting the words "...north-east corner of the new Mississauga Road.." and replacing them with the words "north-west corner of Mississauga Road..."

4. That the DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO section be modified by deleting the figures in Table 1 as they apply to Neighbourhoods 1, 6, 9 and 10 and the Total and replacing them with the following:

<u>Neighbourhood</u>	<u>Estimated Population</u>	<u>Gross Residential Acreage (1)</u>	<u>Gross Residential Density (Persons/Acre)</u>
1	7,400	175	42.3
6	5,000	195	25.6
9	4,500	250	18.0
10	4,000	140	28.6
Total	50,600	1,735	29

5. That the DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO be further modified by adding the following paragraph at the end of the Residential section:

- (m) No new residential development should be permitted in the vicinity of proposed Highway 403 where it is anticipated that the noise level received by the resident will be excessive unless provision has been made for noise abatement measures satisfactory to the Ministry of Transportation and Communications.

6. That Schedule A be modified to reflect the location of the Parkway Belt System: West.

7. That the Amendment be modified by deleting Schedules 'B', 'C', 'D' and 'E' as they affect the lands presently before the Ontario Municipal Board and replacing them with Revised Schedules 'B', 'C', 'D' and 'E' (as attached).

That Revised Schedules 'B', 'C', 'D' and 'E' be modified to reflect the location of the Parkway Belt System: West (as shown outlined in Green on the attached). A statement will be added to the text by modification to the effect that the detailed location of this line will be worked out at the subdivision stage. These Revised Schedules reflect revisions, primarily to road patterns, in the areas not



previously approved in order to overcome objection to the proposed Mississauga Road.

May we have the comments of the City of Mississauga on these proposed Minister's modifications.

The following points were raised in response to our circulation and are included for your information:

1. The Regional Municipality of Peel have recommended:
  - that the City of Mississauga be requested to consider the early construction of the easterly extension of Burnhamthorpe Road across the Credit River so that the extension is complete before Neighbourhoods 6, 9 and 10 are fully developed, and that if Burnhamthorpe Road is assumed as a Regional Road, the Region make early provision for this construction in its capital budget;
  - that the City of Mississauga consider requiring the developer to provide protected left turn lanes at all locations on Dundas Street adjacent to Erin Mills South Community where left turns are permitted;
  - that the City of Mississauga be advised that approximately 20 buses will have to be added to the City bus system to serve the area of the Erin Mills South Community by the time it is fully developed;
  - that Erindale College be encouraged to relocate its main entrance to provide an additional entrance on Mississauga Road opposite the proposed Collegeway and that Mississauga Road between Dundas Street and the Collegeway be reconstructed to four lanes at the same time as the Collegeway is constructed;
  - that the Toronto Area Transportation Operating Authority be requested to provide GO Train service on the Canadian Pacific Railway Streetsville line as soon as possible, with a capacity of at least 6,000 persons per hour in the peak period.
2. The Ministry of Transportation and Communications consider the crossing of Highway 403 by Glen Erin Drive



and Mississauga Road to be satisfactory, the costs are to be assumed by either the City or the developer. The locations are to be determined as development plans are submitted for recommendations.

3. The Parkway Belt Task Force of the Ministry of Treasury, Economics and Intergovernmental Affairs advise that Burnhamthorpe Road east of Old Mississauga Road should not be located on the 200 foot wide strip along the top of the north bank of the Mullet Creek Valley. Any bridges over Mullet Creek and the Credit River (as well as their construction) should cause minimal disruption to the Valley banks.

We would advise you also that the Minister has received several letters requesting information concerning the status of this application and in some instances requesting that the Minister provide information concerning any proposed modifications. As you are aware, it has been our practice to advise that such information should be obtained from the Municipality submitting the Amendment - since we consider it the Municipality's responsibility to inform the public of land use proposals. We are including a list of correspondents who have specifically indicated an interest in these lands and ask that you ensure that they are aware of the proposed changes to this amendment.

Mr. Bruce Proctor  
G. Eric Hanson Associates Limited  
77 City Centre Drive  
Mississauga, Ontario.

Mr. M.J. McQuaid  
Weir and Foulds  
Barristers and Solicitors  
330 University Avenue  
Toronto, Ontario.

Mr. G.J. Smith  
Weir and Foulds  
Barristers and Solicitors  
330 University Avenue  
Toronto, Ontario.


Mr. David M. Welton  
Welton Limited  
35 Front Street  
Port Credit, Ontario.

Mr. R. Mortensen  
Domex Company Limited  
Crestview Plaza  
South Service Road  
Mississauga, Ontario.

Mr. D.J. Williams  
Planning Management Services Limited  
Suite 339,  
4195 Dundas Street West,  
Toronto, Ontario.

On receipt of the City's comment on the proposed modifications, we hope the Minister will be able to take back the amendment from the Ontario Municipal Board as provided for in Section 44a of The Planning Act and proceed with final processing of the document.

Yours very truly,



Miss J.A. Darrell,  
Senior Planner,  
Official Plans Branch,  
Plans Administration Division.

PM/pr



November 21, 1974

Mayor and Members of Council,  
City of Mississauga,  
Mississauga, Ontario

Ladies and Gentlemen:

Subject: Purchase of Transit vehicles  
Origin: Transit Department  
Comments: Council, at a previous meeting held November 4, 1974, approved the purchase of eight (8) Transit vehicles subject to the approval of the Ministry of Transportation and Communication Subsidy Department. Since the meeting of November 4, two vehicles have been sold, and we have been in negotiations with the American owner of these vehicles, General Motors and Mr. R. McEwan of the M.T.C., in an attempt to purchase the remaining six vehicles.

Because of the fact that the buses were ordered by an American customer, he must cancel his order with G.M.C. allowing them to sell the coaches to G.M.C. of Canada, who would in turn sell them to Mississauga Transit with full warranty. Because of the increased demand for Transit vehicles in the United



States, the original owner will not cancel his order unless we agree to pay him a \$6,500.00 fee per coach. General Motors have confirmed that these vehicles can be sold in the United States at an inflated price because of the demand.

Considering the above, the end price per vehicle would now be \$51,651.00 each, which is approximately \$4,000.00 more than estimated in the report approved by Council.

Mr. McEwan of the M.T.C. has suggested that they would consider subsidizing the G.M.C. price of \$45,151.00, but feels that the additional \$6,500.00 would not be subsidized. Should that be the case, then the actual cost to the City of Mississauga would be \$17,412.00 each.

From our negotiations, we have located five (5) additional 45 passenger vehicles which can be purchased through General Motors of Canada at a price of \$202,760.00, and with no finders fees to be paid. My original thought was to proceed with the purchase of the five (5) vehicles group and not consider the other six. However, due to the strike at Western Flyer, with no settlement in sight, and their inability to even guess an approximate delivery



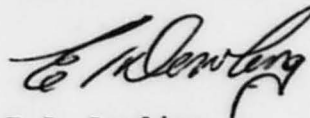
date of our twelve (12) vehicles on order, I would like Council to consider the purchase of the total group of American vehicles.

The cost of the eleven (11) vehicles would be \$473,666.00 and with the subsidy of \$355,248.00 being provided by the M.T.C., Mississauga's share is \$157,416.00. (see Attachment)

Conclusion: Because of the delay of the twelve (12) Western Flyers vehicles now on order, I believe that we should proceed with this purchase of the eleven (11) vehicles, and that by the time the twelve Flyers are delivered, that they will be required to meet the demand.

Recommendation: That the City of Mississauga purchase eleven (11) Transit vehicles in accordance with the stipulation contained in this report, and subject to the Ministry of Transportation and Communication providing a subsidy allocation.

Respectfully submitted,



E.J. Dowling  
Transit Manager

/yg

Attachment A

Cost breakdown of proposed purchase:

Six (6) GMC 4523N @ 45,151.00	\$270,906.00
Five GMC 4523N @ 40,552.00	202,760.00
	<hr/>
TOTAL VEHICLE COSTS	\$473,666.00
 M.T.C. Share subsidy @ 75%	 355,248.00
Mississauga share @ 25%	118,416.00

In order to obtain vehicles, we will have to pay a fee to the roiginal owner and a finders fee totalling \$39,000.00, bringing Mississauga's total costs for eleven (11) Transit vehicles to \$157,416.00.

The City Treasurer, Mr. Burwell, has investigated the financing of \$157,416.00, and has recommended that because of the urgent need for additional buses, we use the monies set aside for the twelve Western Flyer buses due in 1975. In 1975, Council will have to either provide additional development funds for the purchase of the Western Flyer buses or arrange to lease them from a third party.

City of Mississauga

29

MEMORANDUM

LC item 1051

approved by Council Nov. 4/74

To General Committee

RECEIVED

From E. Bodnar, P. Eng., Commissioner,

Dept.

REGISTRY No.

9243

Dept. Engineering, Works, & Building

DATE

OCT 11 1974

FILE No.

FILED BY

P3-73

October 9, 1974

CLERK'S DEPARTMENT

SUBJECT:

Watermain construction - Mississauga Road and Barbertown Road

ORIGIN:

Letter from Mr. Henry H. Rutherford, Regional Clerk, The Regional Municipality of Peel

COMMENTS:

Enclosed are copies of letters and material received from the Region of Peel and directed to the City Clerk, with respect to proposed watermain construction in the above locations.

The Region has established the City of Mississauga's share of the work at \$29,210.00. This is based on an assessment against assessable frontage amounting to \$5.00 per foot for residential and \$8.00 per foot for industrial. It is further suggested that McCarthy Milling Company make a special cash contribution of \$15,000.00 as their share of the work, and the balance of \$62,690.00 will be a charge to the Regional Municipality of Peel. It is further suggested that the \$62,690.00 be provided by the City of Mississauga out of development funds.

In order to initiate the work, it will be necessary for the City of Mississauga to pass a by-law under Section 362 of The Municipal Act so that the special rates suggested be levied formally against the properties involved. It will also be necessary for the City of Mississauga to agree to provide the \$62,690.00 amount out of development funds.

RECOMMENDATION:

It is, therefore, recommended that the City of Mississauga pass the required by-law under Section 362 of The Municipal Act and also it is recommended that the City of Mississauga provide the \$62,690.00 out of development funds providing that this amount is

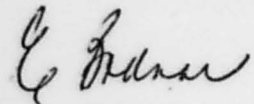
continued.....

29A

Page 2

General Committee - continued

calculated in accordance with established procedure -  
the interim fiscal policy guidelines recently adopted  
by the Region of Peel.



E. Bodnar, P. Eng.,  
Commissioner.

EB.mh



CITY OF MISSISSAUGA  
Engineering & Works Department

September 27, 1974

File P.N. 70-057 - Engineering

Mayor & Members of Council,  
City of Mississauga,  
Mississauga, Ontario.

Ladies & Gentlemen;

SUBJECT WATERMAIN CONSTRUCTION - FANTO INVESTMENTS INDUSTRIAL  
SUBDIVISION - PARTS OF LOTS 9 and 10, CONCESSION 8, E.H.S.

ORIGIN Request received from Region of Peel

COMMENTS In order to provide water service to abutting industrial  
properties it is recommended that;

- a) The following watermains be constructed under  
Section 362 of the Municipal Act.
  1. 16 inch watermain on Goreway Drive, from the  
existing watermain to the south limit of the  
subdivision, a distance of 1030 feet more or  
less;
  2. 12 inch watermain on Rexwood Road, from the  
existing watermain to Nashua Drive, a distance  
of 490 feet more or less;
  3. 12 inch watermain on Nashua Drive, from the  
existing watermain to Goreway Drive, a distance  
of 2760 feet more or less.
- b) The owners' share be financed by 20 year debentures  
and the Region's share be paid on a cash basis by the  
Developer in accordance with the terms of the  
Development Agreement dated March 15, 1973.

.....2

Page -2-  
Mayor & Members of Council,  
September 27, 1974

CONCLUSIONS

The total cost of the recommended watermains has been estimated to be \$92,132.00. The owners' share of the cost is based on a charge of \$8.00 per foot of frontage and amounts to \$53,808.00. This charge has been calculated as \$0.9882 per foot of frontage on the basis of 20 year amortization, with interest at 10 3/4%. The Region's share is estimated at \$38,324.00.

RECOMMENDATION

It is recommended that an appropriate By-Law in accordance with Section 362 (2) be enacted by Council and Ontario Municipal Board approval be sought and the Region of Peel be informed of above.



E. Bodnar, P. Eng.,  
City Engineer

 BES:db

c.c. Mr. I. F. Markson, City Manager  
Mr. C. Watt, Director of Project Development

M. A. Millard  
M. A. Millard, P. Eng.,  
Director of Engineering Services.

# City of Mississauga

## MEMORANDUM

To . . . Mayor and Members of Council . . . From . . . Mr. M. A. Millard, P. Eng., . . .  
Director of Engineering Services  
Dept. . . . . Engineering . . . . .

RECEIVED

REGISTRY No.

DATE OCT 11 1974

FILE No.

FILED BY

CLERK'S DEPARTMENT

October 10, 1974  
Our File: 04-00-90.1

SUBJECT: Sanitary Sewer Construction - Tecumseh Park Drive,  
Tecumseh Park Crescent and Springhill Drive,  
Concession 2, SDS, Original Lot 22, now R.P. 330.

ORIGIN: Request received from The Regional Municipality of Peel.

COMMENTS:

1. This work is required to provide sanitary sewer service to abutting residential properties. A 10" sanitary sewer is to be constructed under Section 362 of the Municipal Act on
  - a) Tecumseh Park Drive from Indian Road to the easterly end of Tecumseh Park Drive;
  - b) all of Tecumseh Park Crescent; and
  - c) Springhill Drive from Tecumseh Park Drive westerly for a distance of approximately 300 ft.
2. The total estimated cost of the work is \$129,000.00 and the Region's share is \$77,702.80.
3. The City of Mississauga's share of the cost is \$51,297.20 based on a charge of \$7.00 per foot of frontage and \$250.00 per residential private connection. This cost will be assessed on a local improvement basis and recovered from the respective owners. Based on a 20-year amortization with interest at 10-3/4%, the annual rate per foot frontage will be \$0.8647 and the annual rate for connection charges will be \$30.88.

RECOMMENDATION: It is the recommendation of this Department that an appropriate by-law in accordance with Section 362(2) be enacted by Council, the OMB approval be sought and the Region of Peel be informed of the above.

MM:dw  
c.c. Mr. I. F. Markson  
Mr. K. M. Middleton

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services



# City of Mississauga

## MEMORANDUM

To: Mayor and Members of Council  
From: Mr. M. A. Millard, P. Eng.,  
Director of Engineering Services  
Dept.: Engineering

RECEIVED  
REGISTRY No. 9248  
DATE OCT 11 1974  
FILE No. 84-74  
FILED BY 893-74  
CLERK'S DEPARTMENT

Request No. 162  
Clerk's File: 84-74

October 10, 1974  
Our File: 04-00-90.1

SUBJECT: Sanitary sewer construction Kedleston Way and Arrowhead Road area, Range 2, CIR, Original Lots 6 and 7, now R.P.'s. 361, 594, 667 and 677.

ORIGIN: Request received from The Regional Municipality of Peel.

COMMENTS:

1. This work is required to provide sanitary sewer service to abutting residential properties. A 10" sanitary sewer is to be constructed under Section 362 of the Municipal Act on
  - a) all of Kedleston Way;
  - b) all of Knareswood Drive;
  - c) all of Cochise Crescent;
  - d) all of Comanche Road;
  - e) all of Arrowhead Road;
  - f) easement through Lot 17, R.P. 667 from Comanche Road to Arrowhead Road;
  - g) easement through Lot 8, R.P. 361, and Lot 7, R.P. 594, from Arrowhead Road to Temagami Crescent.
2. The total estimated cost of the work is \$265,000.00 with the Region's share estimated at \$202,255.00.
3. The City of Mississauga's share of the cost is \$62,745.00 based on a charge of \$7.00 per foot of frontage and \$250.00 per residential private connection. This cost will be assessed on a local improvement basis and recovered from the respective owners. Based on a 20-year amortization with interest at 10-3/4%, the annual rate per foot frontage will be \$0.8647 and the annual rate for connection charges will be \$30.88.

RECOMMENDATION: It is the recommendation of this Department that an appropriate by-law in accordance with Section 362(2) be enacted by Council, the OMB approval be sought and the Region of Peel be informed of the above.

MM:dw

c.c. Mr. I. F. Markson,  
Mr. K. M. Middleton

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services.

# City of Mississauga

## MEMORANDUM

To : Mayor and Members of Council .....  
From : Mr. M. A. Millard, P. Eng., .....  
Director of Engineering Services  
Dept. : Engineering .....  
Dept. : Engineering .....

October 10, 1974

SUBJECT: Sanitary sewer construction on Whiteoaks Avenue.  
Original Lot 27, Concession 2, SDS, now R.P. 389.

ORIGIN: Request received from The Regional Municipality of Peel.

COMMENTS:

1. This work is required to provide sanitary sewer service to abutting residential properties. A 10" sanitary sewer is to be constructed under Section 362 of the Municipal Act on Whiteoaks Avenue between Jalna and the Hydro-Electric Power Commission right-of-way.
2. The total estimated cost of the work is \$43,000.00 with the Region's share estimated at \$27,996.40.
3. The City of Mississauga's share of the cost is \$15,003.60 based on a charge of \$7.00 per foot of frontage and \$250.00 per residential private connection. This cost will be assessed on a local improvement basis and recovered from the respective owners. Based on a 20-year amortization with interest at 10-3/4%, the annual rate per foot frontage will be \$0.8647 and the annual rate for connection charges will be \$30.88.

RECOMMENDATION: It is the recommendation of this Department that an appropriate by-law in accordance with Section 362(2) be enacted by Council, the OMB approval be sought and the Region of Peel be informed of the above.

MM:dw

c.c. Mr. I. F. Markson, City Manager  
Mr. K. M. Middleton

RECEIVED	
REGISTRY No.	9249
DATE	OCT 11 1974
FILE No.	91-74
FILED BY	
ENGINEERING DEPARTMENT	

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services.

# City of Mississauga

## MEMORANDUM

To Mayor and Members of Council  
Dept. ....

Mr. M. A. Millard, P. Eng.,  
From Director of Engineering Services  
Dept. Engineering

Request No. 248  
Clerk's File: 84-74

November 1, 1974  
Our File: 04-00-90.1

SUBJECT: Sanitary sewer construction - Chasehurst Drive, Falconridge Court, Foxfield Court and Mildmay Court.

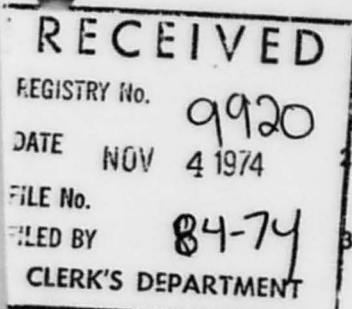
ORIGIN: Request from The Regional Municipality of Peel, copy of which is attached.

- COMMENTS:
1. This work is required to provide sanitary sewer service to abutting residential properties. A 10" sanitary sewer is to be constructed under Section 362 of the Municipal Act on:
    - a) all of Falconridge Court;
    - b) all of Foxfield Court;
    - c) all of Mildmay Court; and
    - d) on Chasehurst Drive from a point 150 ft. north of Truscott Drive to Lot 42, R.P. 666.
  2. The total estimated cost of the work is \$91,000 with the Region's share estimated at \$55,473.
  3. The City of Mississauga's share of the cost is \$35,527 based on a charge of \$7.00 per foot of frontage and \$250 per residential private connection. This cost will be assessed on a local improvement basis and recovered from the respective owners. Based on a twenty year amortization with interest at 10-3/4%, the annual rate per foot frontage will be \$0.8647 and the annual rate for connection charges will be \$30.88.

RECOMMENDATION: That an appropriate by-law in accordance with Section 362(2) be enacted by Council so that sanitary sewers can be installed on Chasehurst, Falconridge, Foxfield and Mildmay, the OMB approval be sought and the Region be so informed of this action.

MM:dw  
Attach.

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services.





# City of Mississauga

## MEMORANDUM

To Mayor and Members of Council.....

From Mr. M. A. Millard, P. Eng.  
Director of Engineering Services.....

Dept.....

Dept Engineering.....

Request No. 249  
Clerk's File: 84-74

November 1, 1974  
Our File: 04-00-90.1

SUBJECT: Sanitary sewer construction - Sunningdale Bend, Missenden Crescent, Wylan Court, Perseden Road and Angela Crescent.

ORIGIN: Request from The Regional Municipality of Peel, copy of which is attached.

COMMENTS:

1. This work is required to provide sanitary sewer service to abutting residential properties. A 10" sanitary sewer is to be constructed under Section 362 of the Municipal Act on:
  - a) all of Sunningdale Bend;
  - b) all of Wylan Court;
  - c) all of Angela Crescent;
  - d) Missenden Crescent from Lot 31, R.P. 761, to Angela Crescent; and
  - e) Perseden Road from Lot 3, R.P. 761 to Angela Crescent.
2. The total estimated cost of the work is \$157,000 with the Region's share estimated at \$89,982.70.
3. The City of Mississauga's share of the cost is \$67,017.30 based on a charge of \$7.00 per foot of frontage and \$250 per residential private connection. This cost will be assessed on a local improvement basis and recovered from the respective owners. Based on a twenty year amortization with interest at 10-3/4%, the annual rate per foot frontage will be \$0.8647 and the annual rate for connection charges will be \$30.88.

RECOMMENDATION:

That an appropriate by-law in accordance with Section 362 be enacted by Council so that sanitary sewers can be installed on Sunningdale Bend, Missenden Crescent, Wylan Court, Perseden Road and Angela Crescent, the OMB approval be sought and the Region be so informed of this action.

MM:dw  
Attach.

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services.

RECEIVED  
REGISTRY No. 9921  
DATE NOV 4 1974  
FILE No.  
FILED BY 84-74  
CLERK'S DEPARTMENT



1

City of Mississauga

MEMORANDUM

To . Mayor and Members of Council .....

4P

Mr. M. A. Millard, P. Eng.,  
From . Director of Engineering Services .....

Dept. ....

Dept . Engineering .....

Request No. 251  
Clerk's File: 84-74

November 1, 1974  
Our File: 04-00-90.1

SUBJECT: Sanitary sewer construction - Lakeshore Road, Bexhill Road,  
Glenleven Crescent and Gatehouse Drive.

ORIGIN: Request from The Regional Municipality of Peel, copy of which is  
attached.

COMMENTS:

1. This work is required to provide sanitary sewer service to  
abutting residential properties. A 10" sanitary sewer is to  
be constructed under Section 362 of the Municipal Act on:  
a) all of Glenleven Crescent;  
b) all of Gatehouse Drive;  
c) the south side of Lakeshore Road from Bexhill Road to  
Porcupine Avenue; and  
d) Bexhill Road from Lakeshore Road to Glenleven Crescent.
2. The total estimated cost of the work is \$128,000 with the  
Region's share estimated at \$72,038.80.
3. The City of Mississauga's share of the cost is \$55,961.20  
based on a charge of \$7.00 per foot of frontage, \$250 per  
residential private connection and \$300 per industrial or  
commercial private connection. This cost will be assessed  
on a local improvement basis and recovered from the respective  
owners. Based on a twenty year amortization with interest at  
10-3/4%, the annual rate per foot frontage will be \$0.8647,  
the annual rate for residential connection \$30.88 and the  
annual rate for commercial or industrial connection \$37.06.

RECOMMENDATION: That an appropriate by-law in accordance with Section 362 be enacted  
by Council so that sanitary sewers can be installed on Lakeshore  
Road, Bexhill Road, Glenleven Crescent and Gatehouse Drive, the OMB  
approval be sought and the Region be so informed of this action.

MM:dw  
Attach.

RECEIVED	
REGISTRY No.	9923
DATE	NOV 4 1974
FILE No.	
FILED BY	84-74
CLERK'S DEPARTMENT	

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services.

City of Mississauga

MEMORANDUM

To Mayor and Members of Council  
Dept. ....

Mr. M. A. Millard, P. Eng.,  
Director of Engineering Services  
From .....  
Dept. Engineering

Request No. 250  
Clerk's File: 84-74

November 1, 1974  
Our File: 04-00-90.1

SUBJECT: Sanitary sewer construction - Springhill Drive, Wildfield Crescent,  
Mobridge Court and Cloverbrae Crescent.

ORIGIN: Request from The Regional Municipality of Peel, copy of which is  
attached.

COMMENTS:

1. This work is required to provide sanitary sewer service to abutting residential properties. A 10" sanitary sewer is to be constructed under Section 362 of the Municipal Act on:
  - a) all of Wildfield Crescent;
  - b) all of Mobridge Court;
  - c) Springhill Drive from Birchview to Lot 11, R.P. 623; and
  - d) first leg of Cloverbrae Crescent from Springhill to Lot 18, R.P. 623.
2. The total estimated cost of the work is \$140,000 with the Region's share estimated at \$98,400.60.
3. The City of Mississauga's share of the cost is \$41,599.40 based on a charge of \$7.00 per foot of frontage and \$250 per residential private connection. This cost will be assessed on a local improvement basis and recovered from the respective owners. Based on a twenty year amortization with interest at 10-3/4%, the annual rate per foot frontage will be \$0.8647 and the annual rate for connection charges will be \$30.88.

RECOMMENDATION:

That an appropriate by-law in accordance with Section 362 be enacted by Council so that sanitary sewers can be installed on Springhill Drive, Wildfield Crescent, Mobridge Court and Cloverbrae Crescent, the OMB approval be sought and the Region be so informed of this action.

M:dw  
Attach.

*M. A. Millard*  
M. A. Millard, P. Eng.,  
Director of Engineering Services.

